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WATERGATE CONFERENCE ON PALESTINE REVIEWED

Dubai AL-BAYAN in Arabic 14 Nov 80 p 7

[Article by Dr 'Abd al-'Azim Ramadhan: "The Watergate Conference and the Palestinian Case"]

[Text] Perhaps one of the most important international conferences to be held recently, whose attention was focused on a study of the Arab-Israeli dispute, was the conference held at the Watergate hotel in Washington last January, sponsored by the American Psychiatric Association.

It is well-known that the Psychiatric Association in the United States is not aloof from politics. The origins of that go back to Benjamin Rush, the association's first president, who was a psychiatrist and one of the signers of the American declaration of independence.

This tradition has continued as one of the distinctive characteristics of the Psychiatric Association. Psychiatrists have taken positive political positions, including demonstrations against the Vietnam war.

Psychological Barrier

When the October 1973 was broke out, a psychological factor was embodied in the dispute, since the Arabs' successful attack represented "an attack on fear itself." Furthermore, the Egyptians" successful crossing of the Suez Canal was considered tantamount to crossing the psychological barrier of defeat.

Then the psychological barrier was used when Sadat announced his intention to visit Jerusalem, where he told the Israeli Knesset that this barrier represents 70 percent of the problem.

Concept of the Conference

Accordingly, the Psychiatry and Foreign Affairs Committee of the Psychiatric Association in Washington made a number of contacts in order to convene an international conference in Washington, composed of psychiatrists and international affairs experts, for the purpose of discovering the psychological factor's true role in international disputes, especially in the problem of the Middle East.

The Egyptian Delegation

The Egyptian group invited to attend this conference had some reservations at first. The delegation was composed of several professors: Dr Mahmud Mahfuz, former Egyptian minister of health, and head of the tumor center in al-Qasr al-'Ayni; Dr 'Assam al-Din Jalal, Ministry of health advisor, and head of the Egyptian association for endocrinology; Dr Muhammad Sha'lan, chief of the psychiatric department in al-Azhar University; Dr Mahmud Sami 'Abd al-Jawad, head of the psychiatric association in Cairo; and Dr 'Adel Sadeq, assistant professor of psychiatry in 'Ayn Shams University. In addition, there was the writer of this article, as assistant professor of modern and contemporary history in the University of al-Munufiyah, and political writer for ROSE AL-YUSUF and AL-JUMHURRIYAH.

Essence of Problem is not the Psychological Factor

The thrust of this reservation was the consensus among the Egyptian group that the psychological factor does not represent the basic factor in the Arab-Israeli dispute, but is only a reflection of economic, social, political, and ideological factors, as well as territorial, security and other problems which constitute the essence of the real dispute in the Arab region.

Consequently, there was a feeling among the members of the Egyptian group that the conference was a trap aimed at obtaining an admission from the Egyptian side that the psychological factor was the basis of the dispute.

The "Pugwash" group in the Egyptian delegation, represented by Drs Mahmud Mahfuz and 'Assam al-Din Jalal, played an important role in clarifying matters by preparing an agenda to counter the agenda prepared for the conference by the American Psychiatric Association. It included the Egyptian views regarding the roots of the Arab-Israeli dispute, and contained the political, economic, ideological and historical aspects and the composition of the various forces. It was requested that all this be inserted into the American agenda.

Conference Topics

In this "international" framework, and within the framework of "the Egyptian group's understanding of the essence of the Arab-Israeli struggle," the Egyptian group agreed to go to Washington to attend the conference, where they were joined by Ambassador Tahsin Bashir, Egypt's ambassador to the Arab League.

The conference dealth with four principal subjects:

The psychological introduction to the international dispute. Professor John Mack, professor of psychiatry at Harvard University, and Joseph Montville, American state department official and advisor to the psychiatry and foreign affairs committee, addressed this subject.

Next, international psychological factors impeding international negotiations. This was discussed by Ambassador Richard Parker, former US ambassador to Morocco and Lebanon. Third, the Cyprus question, which was addressed by Professor Vamik Vulkan.

Egyptian-Israeli relations was next, discussed by the writer of this article and Alov Harivin.

Finally, the concept of security in international negotiations, addressed by Dr 'Assam al-Din Jalal and General Aharun Yariv.

Center of Attention

It was clear that the problems of the Middle East, among the subjects dealth with, had captured the attention of all the conferees, since discussion of the second problem, that of Cyprus, did not take more than one day.

This was the conference's importance for the Arab masses.

We will confine our remarks in this brief review to the following:

1. Highlighting the important debate regarding the Middle East question.

2. Concentrating on the interplay between the Egyptian and Israeli groups specifically.

The Enemy Israeli Delegation

We must also call the reader's attention to the fact that the Israeli group that was invited to the conference was composed, for the most part, of opponents of Begin's policies in Israel, and were the closest to understanding the Arab viewpoint. Therefore, they do not represent the majority viewpoint of Israeli public opinion, although, strictly speaking, they certainly do represent a faction of this public opinion.

This group was composed of: Israeli General Aharun Yariv; Professor Shimon Shamir, head of the Middle East history department of Tel Aviv University; Alov Harivin, head of the Van Lir Institute in Jerusalem; Nakhamah Ajmon, professor of child psychology in Jerusalem; Marsil Asil, head of the Israeli psychiatric association; and Rafael Musa, professor of psychiatry in Israel.

Discussions in the public and private committees in the conference, between the Egyptian and Israeli groups specifically, dealt with such important questions as these: The concept of security, normalization [of relations], Palestinian identity, the new Israeli society, negotiations between Israelis and Palestinians, and the possibilities for peace in the area.

In this review, I will rely on observations which I recorded during the conference, without any chronological order, hoping thereby to save the reader's time.

Position Regarding Negotiations

First, with respect to the Palestinian question, the Egyptian delegation dealt with this from two basic aspects:

1. The need for Israel and the United States to recognize the Palestine Liberation Organization.

2. The need for Israel to recognize the Palestinian entity, in exchange for the Palestinians' recognition of Israel's existence.

Ambassador Tahsin Bashir addressed the question of the need for recognition of the PLO. He said that all international disputants accept negotiations. However, negotiations in the Arab-Israeli dispute have taken on a peculiar posture.

The Arabs rejected negotiations with Israel for 30 years, because the dispute with Israel was unique. For the first time, an immigration came from the sea to illegally seize the greater part of Palestine, upon which a state was established, and then the Arabs were asked to negotiate about it. Because negotiations embrace a degree of recognition, the Arabs refused to negotiate with Israel, so as not to grant it recognition.

However, when the Arabs accepted negotiations with Israel 30 years later, we were surprised by the fact that the Israelis refused to negotiate with the PLO. Why does Israel reject negotiations with the PLO? Because it refuses to recognize the PLO. This is ironic.

Proposed Options

Israel has not yet debated the real options open to it:

The first option is mutual peace between the Israelis and Palestinians, and recognition of the Palestinians' right to self-determination within the framework of peace.

The second option is to reject peace. Here Israel faces a dilemma which it cannot solve. There are two sides to this dilemma.

1. If the occupied territory were annexed and the Palestinian people given the right of election, after 20 years, one half or more of its population would be Palestinian. Therefore, Israel would not be a Jewish state, but rather, it would become something different from the principles upon which it was based.

2. Israel can continue with its occupation, and thereby, become transformed from a Jewish state living in peace into an armed camp, in a state of constant alert. This would put an end to the principles in which it professes to believe.

Accordingly, despite the difficulties and misgivings, Israel has no choice but to recognize the rights of the Palestinian people.

The Israelis must not rely on an Israeli-Egyptian peace, but rather, on an Israeli-Arab-Palestinian Peace. "You must not hope for something from the Palestinians' abuse of us now, because this abuse cannot compel Egypt to abandon Palestine or forget its cause, because without a solution to the Palestine question, there will be no real peace." Then, Tahsin Bashir appealed to the United States to demonstrate

the same courage by which Egypt opened the door of cooperation with the Israelis after 30 years of enmity and warfare, and to play its role courageously by opening the door for political dealings with the Palestinians. He said that American history had no precedent for not talking with an occupied people who desire to end their occupation.

Key to Settlement and Stability

Dr Muhammad Sha'lan dealt with this case. He said that Israel's not recognizing the Palestinian side, in such a way as to make its voice heard, forces the Palestinians to conduct the dialogue by guns. This is what is happening now, whether Israel wants it or not.

If an end to this dialogue by gunfire is desired, Israel's recognition of the PLO is a must, and it must conduct a true dialogue with it.

He then said that the United States is pressuring for improvement in relations between Egypt and the moderate Arab countries. However, the problem is that so long as the Palestinian case is not solved, rapprochement will not occur.

Moreover, solving the Palestinian problem is the main path to solving the dispute between Israel and the Palestinians, and is also the main path toward solving the dispute between Egypt and the Arab countries, and, ultimately, achieving true peace.

The Moderates Logic

Secondly, debate centered around Palestinian identity. Professor Shimon Shamir said that the name Palestine did not exist prior to World War I; this area was only called southern Syria. Consequently, the name Palestinians did not exist!

I replied by saying that applying the name southern Syria to Palestine at that time does not mean that there were no Palestinians inhabiting the area. They have had an identity throughout history!

He conceded that and said that he had not intended to say that they did not exist, but was only talking about the name.

I said: "A lot has been said about the history of the Jewish people, which has lasted 5000 years. In reality, we must differentiate between the history of the Jewish people on the one hand, and the history of Palestine on the other. The history of the Jewish people has to do with the Jewish people, but the history of Palestine concerns the Palestinian Arab people.

"We know that you are not the descendants of Jews who lived in Palestine thousands of years ago. You are Germans, Russians, English, French, Rumanians and Americans. You have only been in Palestine a few short decades.

"If we accept you in this area, we accept you as a fait accompli, like the others that occurred after World War II. However, that would be on condition that you recognize another fait accompli, represented by the existence of a Palestinian

people, having an independent identity. Israel must abandon the question of historical right in Palestine; it no longer means anything."

The Israeli group recognized the existence of a Palestinian identity. I said that recognition of Palestinian identity must be followed by recognition of the existence, and that this existence must take on its political form within the framework of the Palestinian state.

In the afternoon session, discussion centered around proposed solutions for the Palestinian entity. Professor Shimon Shamir said that the proposed solution is to unite Palestine and Jordan in a federal state.

I replied: "Recognition of the Palestinian identity requires recognition of an independent Palestinian state. If Israelis imagine that establishing a federal state of Palestine and Jordan is in their interests, they are mistaken, because establishing a federal state would cut short a stage of the Palestinian national struggle, in which the Palestinians are striving for voluntary unity with Jordan after independence. In any event, power in the federal state would sooner or later fall into Palestinian hands."

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ARAB FINANCIAL AID TO THIRD WORLD DISCUSSED

Dubai AL-BAYAN in Arabic 15 Nov 80 p 3

[Article by 'Aysi al-Shu'aybi: Arab Financial Aid to the Third World; A New Kind of International Relations"]

[Text] If it is necessary to date the age of financial assistance offered by those Arab states that have financial profits to developing nations, then the beginning of the 1970's might be considered the start of the age of this kind of international economic relations, supported by six oil-producing Arab nations: the Arab Emirates, Saudi Arabia, Kuwait, Qatar, the Libyan Jamahiriyah, and Algeria.

This does not mean that the Arab states did not offer financial assistance before this date, since Kuwait has been doing that since 1961. However, it does mean that the Arab view of oil revenues has, since that time, begun to be tied to new national and pan-Arab concepts connected with re-discovering these nations' best interests first, and secondly, their role in a new and balanced international, economic system.

Since the first part of the seventies, the Arab oil states began to re-evaluate means of financial investments and to find new ways to invest those funds. Instead of the types of investments, which these states made during the sixties, represented by financial investments in industrial nations, new kinds of investments were pursued, based on financing some of the growth projects in some of the other Arab countries and in the rest of the developing nations.

During recent years, short-term cash investments and real estate investments in industrial nations no longer were the preferred means for Arab investments. Instead, these countries have turned to long-term investments and to developmental projects which serve the infrastructure in the developing nations. This was done in order to safeguard the true value of those profits, as a result of the erosion that has occurred, due to the monetary inflation afflicting Western economies.

On the other hand, oil is no longer these nations' only source of income to finance their foreign requirements and purchases, nor the only source to finance their domestic expenses. On the contrary, all of that has been outstripped by its increased weight within the framework of the political, economic struggle, into which these nations have plunged against the unbalanced, international economic front, with respect to natural resources, pricing policies, international trade

systems, and world financial institutions. Consequently, the success of these nations, with regard to directing this struggle, has made it necessary to establish the firmest relations with the rest of the developing nations, on the basis of deepening economic cooperation with them. Granting financial assistance guarantees that and is considered the cornerstone of this cooperation.

Against this background, since the beginning of the seventies, the wealthy Arab oil states began to pursue a policy of economic cooperation with the developing nations, to which these states themselves belong, through partnership in financing a great many infrastructure projects within these nations.

This kind of international economic cooperation is unique in the history of economic relations among nations. The industrial nations, that did offer limited participation in financing some of the Third World nations' projects, frequently burdened the poorer nations with oppressive political and economic conditions. When this assistance was granted by the industrial nations, it was offerred in most cases to nations that were best able to pay for that aid. Moreover, such assistance was conditioned upon increasing exports of commodities from the countries granting the loans. This ultimately meant increasing the developing nations' imports from industrialized nations and not financing growth projects in those poorer nations.

In contrast to that, the Arab oil states' assistance has gone to Third World nations free of those conditions and considerations that dominated the industrial nations' aid. Arab financial resources are still going to various developing nations without regard to those nations' ability to pay and without provisos about increasing commodity exports, especially since the Arab states themselves belong to this bloc of nations and have a number of similar problems in implementing their developmental programs.

Furthermore, some Arab assistance has gone to finance cultural and social projects in the developing nations. This was unknown in industrial nations' assistance in the past.

Various Means and Many Projects

In order to accomplish all that, the wealthy Arab oil states created national and pan-Arab financial institutions to grant assistance to developing nations with easy terms and excellent interest rates. These states also participated in several regional and international financial institutions for that same purpose.

As a result, whereas the industrialized nations' aid is less than one percent of their national product (according to the United Nations in the session of the first international development decade in 1977) the Arab states' assistance to developing nations was valued as follows: UAE in 1977, about 12.5 percent of its national product; Qatar, 7.85 percent; and Kuwait, 13.54 percent for the same year.

Overall, we find that the percentage of assistance given by the OPEC nations collectively, amounted to 5.07 percent of their national product for 1977, whereas the value of the assistance given by the nations of the Organization for Economic Cooperation and Development did not exceed .29 percent of their total national product for the same year.

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Abu Dhabi Program

If we take the Abu Dhabi Fund for Economic Development as a model for these financial institutions, established on the basis of national participation only, we find that this fund, which was organized in 1971, contained until 1976 to grant loans and financial aid to the poorer Arab nations, which are a part of the nations of the developing world.

Since the beginning of 1976, this fund has begun to expand its circle of activities, extending it to developing nations outside the sphere of the Arab bloc.

Therefore, the Arab nations' share of the aid which this fund granted, up until the end of the first quarter of 1979, amounted to 80 percent of its total assistance. The Asian countries' share amounted to 13 percent, and the non-Arab African nations 7 percent of its total loans, numbering some 52 loans valued at a total of $633 million. [sic]

The Abu Dhabi fund's loans were distributed over various economic sectors, including agricultural, rural development and fisheries (9 loans valued at $160.1 million), transport, communications and storage (12 loans at $306.48 million), electricity and water (13 loans at $657.63 million), housing (one loan of $40 million), tourism and hotels (two loans valued at $49.7 million), and industry, 15 loans at $1221.21 million.

The period of payment, which the Abu Dhabi fund granted the developing nations benefiting from these loans, fluctuated from 12 to 22 years, along with a grace period of one-half to 8 years.

As a result of this, the projects that the Abu Dhabi fund financed in the developing nations are divided basically as follows: industrial development, 50.2 percent of the value of financed projects; water and electricity projects, 27 percent; and the remainder for various infrastructure projects.

National Funds

Apart from the Abu Dhabi Fund for Economic Development, the wealthy Arab oil nations established, within the same timeframe, several national institutions and funds, specifically to grant financial assistance to the developing nations. These include the Saudi Development Fund, established in the last quarter of 1974, which has granted 74 loans, as of the end of 1978, with a total value of $2.38 billion. There is also the Iraqi Fund for Foreign Development, established in 1974, which granted aid, amounting to $850 million, by the end of the year it was established. Furthermore, the Libyan Arab Foreign Bank, established in 1972, participated with the governments of several developing nations in organizing several monetary institutions, such as the Libyan Arab-Ugandan Bank for Foreign Trade and Develop-

ment, the Libyan Arab-Mauritanean Bank for Foreign Trade and Development, and the Libyan-Tunisian Bank. From its establishment to the end of 1977, the Libyan Foreign Bank participated in establishing 24 Arab and world financial institutions for economic development. The percentage of its share in the capital of these organisations varies between 7 and 60 percent.

Prior to the foundation of all these banks, Kuwait had explored this field early on, when in 1961 it established the Kuwaiti Fund for Economic Development, which limited its initial financial aid to non-oil producing Arab nations. Establishing the Kuwaiti development fund, at that time, had a tangible effect on creating a new kind of economic relations among the developing countries. Kuwait, thereby, was the first Arab nation to sense its international responsibility through its creation of the first Arab institution for the financing of economic growth projects in the Arab nations and developing nations generally.

Pan-Arab Funds

With regard to offering economic assistance to the developing nations, the Arab states have not just established national funds. On the contrary, this has spread to the establishment of a number of pan-Arab financial institutions, led by the Arab Fund for Economic and Social Growth, founded in 1971. It began operations in 1974, confining its activities to just the Arab nations.

Up to the end of 1978, this fund had granted 46 developmental loans, amounting to 590.6 million Kuwaiti dinars.

Apart from this fund, the Arab states, within the principle of strengthening Afro-Arab cooperation and promoting cooperation among the developing Arab nations, established the Arab Bank for Development in Africa. From the year of its establishment, 1973, to the end of 1978, this bank granted 40 projects, whose total value was $282.61 million.

Within the same framework, the Arab fund for granting loans to African countries was organized in the last quarter of 1974. It has since been merged with the Arab Bank for Economic Development in Arica.

In the same period, the last quarter of 1974, the Arab states founded the Arab Fund for Technical Assistance to Arab and African nations.

International Institutions

Working under the same principle, the Arab states participated prominently in the founding of several regional and international financial institutions, the most important of which are the Islamic Bank and the OPEC Special Fund. These are aside from several international financial institutions under United Nations' responsibility.

The capital for the Islamic Bank for Development, established in the second half of 1974, was shared among the Islamic nations, but the Arab members of OPEC's share amounted to 82.6 percent.

As of the end of 1978, this bank had granted 20 loans, valued at $525 million. All of this went to Islamic bloc nations.

The share of the Arab members in the OPEC special fund, established within the OPEC framework in 1976, amounted to 51.8 percent of the fund's $1.6 billion capitalization.

A total of 66 loans have been granted by the OPEC fund for economic development projects, and for the purpose of bolstering the developing nations' balance of payments. These have been made to 65 developing countries, as of the first quarter of 1979.

Accordingly, loans from Arab funds for economic development, up to the end of 1977, have totaled $4931.1 million, including $2933.8 million granted to Arab countries and the remainder to developing nations.

Therefore, it can be concluded that, since the beginning of the seventies, oil, which is the source of several Arab countries' wealth, began to play an increasing role, not only in the national economies of these nations, but also extending to roles of no less importance in other Arab and developing nations' economies.

Moreover, the oil sector has become not only the chief Arab tool, driving the wheels of local and pan-Arab development, but also an important tool in developing new types of international economic relations in a more just and stable fashion.

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BRIEFS

PLO MEMBER INTERVIEWED--Palestinian National Council member Khalid al-Hasan said it is too early for U.S. President Ronald Reagan to introduce a defined program on the Middle East. In a telephone conversation with AL-KHALIJ last night, Khalid al-Hasan said that Reagan has set up a working team to study the U.S. stand on the Middle East and that the results of the study will be reported to the U.S. President during August or September. The Palestinian official said this in response to AL-KHALIJ's question regarding Reagan's silence on the PLO and the Middle East issue at his first press conference the day before yesterday. Khalid al-Hasan expressed pessimism over the future of the U.S. Mideast policy and said: Even if the United States reconsidered its Mideast policy, this reconsideration would not affect the essence of the policy, which is based on support for Israel. Al-Hasan said that if current Arab differences and the deteriorating Arab situation continue, the United States will aid Israel more than ever. He drew attention to the fact that the U.S. President did not specifically refer to the Middle East. The AL-KHALIJ correspondent in Washington reported that although Reagan concentrated on the U.S. economic situation and international detente in his press conference, these two issues are closely related to the Middle East and Gulf issues and the stand toward the PLO. [Text] [GF011431 Al-Shariqah AL-KHALIJ in Arabic 31 Jan 81 (page not given)]

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EDITORIAL ON ROLE, RESPONSIBILITIES OF WALIS

Algiers EL MOUDJAHID in French 16 Dec 80 p 1

[Editorial signed K.B.: "Communicating and Assigning Responsibilities"]

[Text] ... There are circumstances when frankness, common sense and method do not hurt. They even have the advantage of pinpointing inadequacies and loosening up a sophisticated machinery when it has become overburdened with procedures. Did the governors (walis) get the message after the president of the Republic asked them to assess the progress of all investment and equipment programs and the serious difficulties encountered in their realization?

We had expected an assessment; they gave us a report on their activities. We had expected suggestions; we got the standard account returning the ball to someone else. Let us be fair: certain interventions assumed their responsibilities, dotted their i's, and clearly defined their handicaps.

What, then, are these obstacles placed on the road of the executive and which keep the activities of the structures, of the enterprises, and of the construction sites at a level below capacity?

1. Decentralization

This now appears to be the only way to change the--highly centralized--course taken by state interventions to promote a balanced, dynamic and planned development of the regions of the country. Today, we can all see that the capital--which played an active role in organizing the central administrations and in installing administrative agencies--has turned into a sort of "tentacular monster" with a tendency to relate everything to itself, whereas the political choice of decentralization would encourage decentralized state institutions and organizations to assume their responsibilities effectively.

Figures show eloquently that, as long as everything remains concentrated in Algiers and the big cities, decentralization will remain a purely theoretical view, and the tendency to monopolize responsibilities at a single level will continue. Examples have been mentioned. We shall come

back to them. They bring out commendable attempts at going beyond deadlocked situations, but these attempts will remain unsuccessful as long as executives, engineers, doctors and the others do not make up their minds to return to the "back-country" where they are sorely needed, so much so that thousands of projects endowed with considerable state credits are held up, postponed from one deadline and from one reevaluation to the next. Most governorates in this country have such uncompleted remainders which make up to 60 percent of their program authorizations.

2. The Battle of Excess Costs

One phenomenon, which appeared during the past few years, is making ravages in the state finances and is leading to dangerous practices because of the unability of the governorates to complete their programs in due time. It is reevaluation. In this connection, one must know that large sums have vanished as a result of the overbidding to which our own enterprises have succumbed. This has made impossible any effective control in the realization of investments and [it has caused] a fantastic overevaluation of projects of all sizes. Let us imagine a 5-room house built by the National Service: ready for occupation, it will cost 80,000 Algerian dinars. Taking labor into account, this house would cost 120,000 dinars if it were built by an individual or a national enterprise. These are the costs indicated by a ministry which has made a serious survey of the field. Reality? We know it. A house at that price no longer exists except in someone's imagination.

What should we say, then, of the thousands of projects--there are at present 2,576 projects pending--dealing with rural and urban housing, education (universities, high-schools, elementary schools), hospitals and plants, for which the excess costs are as high as 40 percent.

At this hallucinating rate, the funds devoted to the financing of the Five-Year Plan will soon increase correspondingly, unless energetic decisions are applied as soon as possible. The Ministry of Planning, for its part, estimates that a better labor and management organization, which would ensure a rapid flow of the materials and use the surveys made in other regions for similar projects, could reduce this phenomenon to a surprising extent.

What is at stake is a battle which must be fought at all state levels and especially by the workers who, should the present situation continue, will end up bearing the consequences of this inflation at their end of the line.

3. Preservation of Agricultural Lands

The Ministries of Internal Affairs and Agriculture are preparing guidelines to put an end to the continuous erosion of agricultural land at the periphery of urban centers. In the future, the acreage to be used for urbanization will be delimited accurately. Representatives of the UNPA

[National Union of Algerian Peasants] will be asked to help protect the land and its uses, our only durable riches. In this respect, the eminently productive function of the land was underlined at that conference, and the vocation of the agricultural village was clarified; this is a basic principle on which the state shall base its action to improve the living and working conditions of the rural masses.

This cannot be achieved by "citifying" the rural population through a "bad copy of a city." Harmony will reign when the fellah has been brought closer to his working place. The agricultural village, in its future design, will be the mother cell around which farm workers will build their houses. To take the fellah away from the land has never been the main objective of the philosophy which created agricultural villages.

4. After the Evaluation, the Knowhow

The evaluation of the decade of development and the preparation of the Plan are forcing those in charge and state operators not only to meet deadlines, but also to know precisely how to do things, to review their methods, to modify their regulations, and to give powers to governorate executives. In this perspective, it will now become possible to judge in the field if we really have the right man in the right place.

The opportunity provided by this encounter is such that, through communications and the assignment of responsibilities, it could create a climate favorable to a more efficient handling of the problems which arise from the high rate of development, to work in the direction of the aspirations and concerns of those citizens who are primarily concerned by this development project.

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UGTA: ORDINARY SESSION OF NATIONAL EXECUTIVE COMMITTEE

Unity of Workers Stressed

Algiers REVOLUTION ET TRAVAIL in French 13 Dec 80 p 3

[Article: "Unitive Organization of Workers Behind Political Leadership"]

[Text] The National Executive Committee of the UGTA [General Union of Algerian Workers, held its ordinary session on 25-28 November, at the People's House. President Chadli Bendjedid was present at some of the debates and provided important orientations, stressing again the political leadership's respect and interest for society's revolutionary forces in general and workers in particular, as well as their trust in them, and calling again for the political mobilization of the workerr and their union representatives to consolidate their past gains, continue the application of the National Charter, and take up the challenge of our times: the challenge of production.

Based on these orientations and on the progress report of the national secretariat, and after analyzing the economic and social situation, the National Executive Committee decided on an action program for next year. This program continues and increases the past action of the national secretariat of the UGTA aimed at a concrete implementation of the resolutions passed by the Fifth Congress of the organization and by the Party Congress and the Central Committee's sessions.

This report, to which we will come back, stresses the necessity for a strenghtening of the workers' ranks behind the political leadership with President Chadli at its head, to better take on the tasks which are ours in the present stage of the revolution, viz. the battle of production and management, the struggle against all ills that could prevent an exploration of our options, the responsible care for the objective and legitimate concerns of the working masses, and their conscious and massive mobilization to check imperialistic and reactionary maneuvers.

The fulfilment of these tasks--and the rich and fruitful debates of the National Executive Committee have made that point obvious--implies that the union must adopt a more objective and more rigorous approach to the

questions concerning development in general and the working classes in particular. Indeed, as the place and the part assumed by the UGTA are becoming more important because of the steadily increasing part played by workers in the national development, the actions and thoughts of union officials at all levels must show that they intend to achieve convergence and unity in order to provide all the conditions necessary to take care of the workers' concerns successfully and to mobilize the workers behind party leaders.

Also, convergence, complementarity and solidarity among society's revolutionary forces must be developed at all levels; this is necessary if, all together, we are to complete the tasks set for us by the National Charter, to implement the resolutions of the Fourth Congress and of the Extraordinary Congress of the Party, to comply with the Central Committee's recommendations and with President Chadli Bendjedid's guidelines.

General Policy Resolution

Algiers REVOLUTION ET TRAVAIL in French 13 Dec 80 pp 3-4

[Article: "General Policy Resolution"]

[Text] The National Executive Committee of the UGTA met in an ordinary session, on 25-28 November 1980 at the People's House, Place du Premier-Mai.

At the end of its meetings, the National Executive Committee of the UGTA has adopted the following general policy motion:

It records with pride the fact that the general secretary of the National Liberation Front Party, the president of the Republic, took part in some of its meetings; this shows his interest for workers and the large part they play in ensuring the dynamic progress of the socialist revolution in our country.

The National Executive Committee, having listened with interest to the keynote speech delivered by the Party's general secretary, the president of the Republic, expressing the concerns of our workers in view of the present economic situation and analyzing the political, economic and social situation, proclaims its full support to the political leadership headed by the general secretary of the FLN Party, the president of the Republic, Mr Chadli Bendjedid.

Having listened to the opening speech delivered by Mr Mohamed Cherif Messaadia, in charge of the permanent secretariat of the Central Committee of the FLN Party, and to the detailed report of the general secretary of the UGTA, Mr Demene Debbih Abdallah concerning the activity of the national secretariat;

Having participated in a fruitful and broad debate and in a democratic and constructive dialogue on the economic and social situation of workers and on the elaboration of a program of action for the year 1981;

Having approved the outcome of the National Executive Committee meetings marked by the development of a working program for the year 1981 and of a recommendation concerning the economic, cultural and social situation, and by a special program on urgent questions;

The National Executive Committee of the UGTA, expressing its faith in a prosperous future, is pleased to record the speech delivered by the general secretary of the FLN Party, president of the Republic, on the state of the nation at this very time when our country is experiencing an intense activity in all domains, especially with respect to the social and professional questions which confront workers and the working masses:

- Places great hopes in the regulations concerning the application of the General Workers' Statutes and expresses its hope that all the suggestions submitted by the UGTA will be adopted by the ministerial commission in charge of preparing the regulations concerning the application of the General Workers' Statutes in order to guarantee stability and progress to our workers, and to achieve a national wage policy that will tie wages to production and, as a result, will provide workers with an incentive to win the production and management battle and to build a national economy.

- Believes that the application of the General Workers' Statutes is one fundamental condition that will encourage workers to participate effectively in the application of the Five-Year Plan. In this respect, it asks all union officials to explain the content of the plan, its scope, its repercussions in consolidating our national economy and thus improving the life of the workers and that of our people, and in guaranteeing that their objectives are realized. It calls for mobilization and vigilance so as to protect the achievements of the Revolution and to fight waste and misappropriations.

- It is pleased to record the positive results achieved in identifying and solving problems, especially through democratic dialogue in certain sectors. For this reason, the National Executive Committee calls for the reinforcement, the development and the pursuit of this policy, in accordance with the recommendations of the general secretary of the Party, the president of the Republic, to find solutions to our problems. This will enable us to preserve our enterprises, to ensure their proper operation and to achieve a further strengthening of our economy, an increase in our production, and an improvement of our productivity.

It reaffirms again that we must implement a national price policy safeguarding the rights of consumers and producers. In this connection, it feels that we must safeguard the purchasing power of workers and fight the high cost of living, reinforce our control on illicit price increases and put an end to shortages and to the speculations of merchants and middlemen, and, finally, work to strengthen the state-owned sector and the cooperative system in the field of marketing.

It expresses its pleasure at the installation of the national committee in charge of the restructuration of enterprises. This will no doubt

consolidate and broaden the basis for the socialist managing of enterprises and will play an important part in consecrating the bases of our policy of decentralization; it will make collective management possible, and it will create new relations, with workers' participating in official and management positions, in accordance with our National Charter and with the decisions of the Fourth Congress and of the Extraordinary Congress of the Party.

It salutes the ninth anniversary of the publication of the charters for the socialist management of enterprises and for the agrarian revolution, which it considers to be among the greatest achievements of the socialist revolution in our country.

In this respect, it appeals to all workers and to their brothers on the land to make sure that these texts are applied.

It wishes for a resumption of the meetings of the national committee in charge of the socialist management of enterprises to enable it to play its part in deepening and generalizing workers' meetings in the enterprises.

It underlines the necessity for the completion of the first and second stages of the agrarian revolution and for the beginning of the application of the third stage.

It welcomes the project of organizing a national conference on the agrarian revolution. It believes that the agrarian revolution should concern all of society's fundamental revolutionary forces and, in this connection, it hopes that all will take part in this conference.

It places great hopes in the Revenue Court which should play its part fully by calling to account and punishing all those who dilapidate the people's money, and by exerting a rigorous control on all enterprises and all sectors, including the private sector which must operate within the limits defined by the National Charter if it is not to become a danger to the public sector and, therefore, to the achievements of the Revolution.

The National Executive Committee is actively engaged in preparing the next session of the Central Committee meeting which will study the questions of Health and Energy.

It shall use all the means at its disposal to ensure that union officials share in the organization of seminars and general meetings of all the UGTA organizations, so that they will contribute to the dialogue and to the debate, in gathering all the data which might increase these two files and in ensuring their success, so they can be equal to the aspirations of our workers and masses.

It bows with respect to the memory of the victims of the Al-Asnam earthquake and takes part in the sorrow of their relatives and friends after

this terrible disaster. It is also pleased to record the spontaneous contribution of all our workers who mobilized all the means at their disposal, material and moral, to help their brothers, the victims of the disaster. The National Executive Committee wishes to state that it is very pleased with the political leadership of the country, having at its head the general secretary of the FLN Party and president of the Republic, for taking urgent measures to help the victims of the El-Asnam area. It also salutes the spirit of national solidarity which once again was demonstrated by our people and our army in favor of their brothers, the victims of the Al-Asnam disaster.

It also wishes to give a particular salute to the decisive role played by the People's National Army in the rescuing operations and in coordinating the various organizations, and to its tireless efforts in bringing the victims of the disaster to safety; it also appreciates the spirit of international solidarity which prompted many states and international organizations to join Algeria and to share its sorrow after this natural disaster.

The National Executive Committee supports the position of the political leadership on the revalorization of the price of natural gas to suit the requirements and needs of our national development, and on our policy of economic independence and of sovereignty of the Algerian people on its natural resources and their protection to safeguard our future.

The National Executive Committee affirms its solidarity with our brothers working abroad and is working to fulfil the conditions necessary to reintegrate them in the life of our country. It also advocates a strengthening of our relations with all French progressive and democratic unions so as to protect the legitimate rights of our expatriates.

The National Executive Committee supports the foreign policy followed by our country against imperialism, reaction, Zionism, and racism, and its solidarity with the cause of justice, right, and political equality, at the side of the people who are fighting for their liberation and their independence.

It follows with interest the developments of the Sahraoui question and takes this opportunity to salute the Sahraoui revolutionaries under the leadership of the POLISARIO Front, and their political and military victories against the royal forces of occupation. It shall renew its support to the heroic Sahraoui people until it has achieved victory and independence.

It reaffirms its solidarity with the militant Palestinian people and salutes its fierce determination to oppose Zionist, imperialistic and reactionary plans, under the leadership of its one and only legitimate representative: the Palestinian Liberation Organization.

It strongly denounces the decision of the Zionist entity to take the city of El Qods as its "capital forever." It also proclaims its support to the militant Lebanese and Palestinian forces who daily face aggression, massacres and deportations at the hands of isolationists allied to Zionism and imperialism.

It denounces the presence of American military bases in certain Arab and African countries.

It condemns the increased military and political support given to the reactionary Moroccan regime.

It considers that the war between Iran and Iraq is a lost battle for both parties and that imperialism, reaction, and Zionism are the only parties to whom it will benefit. For this reason, it supports all the efforts of nonalined and peace-loving countries (to end this conflict).

It supports the attitude of the political leadership of our country and the efforts it has made to end this conflict peacefully. There is only one solution: a cease-fire and the return of the two parties at war to the positions each of them occupied before the start of the hostilities, in accordance with the spirit of the Algiers agreement signed in 1975 and which they have ratified.

It underlines the necessity to implement the declaration made public at the meeting of the central council of the International Federation of Arab Workers' Unions held in Algiers on 12-13 November 1980, which declaration calls for a cease-fire and the immediate opening of negotiations.

It supports the position of the political leadership concerning its non-participation in the Arab meeting which took place in Amman in the absence of the parties confronting our Zionist enemy.

UGTA being a member of the International Union of Arab Unions and of the Organization for African Union Unity:

The National Executive Committee recommends that support to these two organizations be continued, relations with them increased, and their positions reinforced in the interest of Arab and African workers, in spite of the unsatisfactory results of the latest Congress of the Organization for African Union Unity.

It believes that contacts with this organization must be maintained and our relations with it reinforced until it becomes an organization worthy of the aspirations and hopes of African workers.

It affirms the necessity for an intensification and reinforcement of its activities abroad, jointly with all brotherly and friendly unions, and with all unions striving for peace, liberty, democracy, and justice in the world.

Based on the above analyses, considerations and positions, the National Executive Committee of the UGTA is making a strong appeal for an increased mobilization of all Algerian workers in order to win the battle of production, management and development in general. This will enable us to improve our economic, social and cultural situation, in the interest of the working masses, to guarantee the application of the Five-Year Plan, and to rebuild El-Asnam.

It is calling for increased vigilance to answer all acts of destruction, wastefulness and misappropriation of public funds.

For a still greater revolutionary vigilance against the maneuvers of imperialists and those of multinational companies.

For the pursuit of the policy of dialogue and concertation in the union's struggle to solve the problems confronting workers and to improve the management of our economic enterprises.

The National Executive Committee appeals to all union's organizations and authorities to work earnestly to consolidate the rank and file's trust in them, to organize and improve the leadership of workers by democratic methods, to raise the level of union, political and ideological consciousness in accordance with the principles and orientations of the National Charter. For this, we should also obtain the means to enlarge and intensify our training activities by giving them a predominant position, so as to strengthen the UGTA and the unity among its ranks, and to enable it to play the part assigned to it by the workers and by the Revolution.

The National Executive Committee strongly reaffirms the total mobilization of the workers under the leadership of the FLN Party, our guide on the road to socialist revolution, with, at its head, militant Chadli Bendjedid, president of the Republic, general secretary of the Party, in order to implement the National Charter and the decisions of the Fourth Extraordinary Congress of the FLN.

Long live the socialist Revolution,

Long live the UGTA,

Long live the FLN.

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ENERGY POLICIES DESCRIBED IN SPECIAL REPORT

Algiers REVOLUTION ET TRAVAIL in French 13 Dec 80 pp 5-12

> [Text] What have we done through or for energy? What should we do and what can we do through it and for it? Addressing the National Executive Committee of the UGTA [General Union of Algerian Workers] (25-28 November 1980), Party Secretary-General and President Chadli Bendjedid at length developed the theme of energy, linking the facts of the international economic situation to the urgent needs of the national situation. One necessity emerges from these statements: We must reconsider the elements of the country's energy policy. That does not mean that we must start an entire long process. It does not mean that we must confirm a specific policy. It does mean that we must adapt things and adapt ourselves. True to himself and his commitment to his office, President Chadli Bendjedid decided to submit this issue to discussion by the rank and file and to reflection by the Party Central Committee. Although this democratic approach may be new on this particular issue, it is nevertheless the best way to work out a national consensus on a problem on which the future may depend. The entire "energy" case has thus been subjected to debate for many weeks. The response to be provided by the rank and file and the decision to be made by the Central Committee of the FLN [National Liberation Front] Party will lastingly commit the country's future. This tells us how important it is, when the moment of decision comes, to discard any secondary considerations which inevitably will lead to petty and sterile quarrels; instead, we must stick to the fundamental concerns.

Energy and the Liberation Struggle

The energy sector and especially hydrocarbon resources during the last quarter of a century constituted a particularly bitter battlefield, first of all when it came to winning independence and then to consolidate this political liberation through actions aimed at making the state the complete master of the resources of the subsoil, actions which came prior to the construction of a modern national economy. This battle is marked by a series of historical dates.

It was above all Algeria in the midst of its fight for independence which had to face attempts aimed at the dismemberment of its national territory, designed to amputate its petroleum regions, which caused the national liberation war to be extended by another 2 years.

After independence, it became necessary to concentrate on building a national economy capable of responding to the tremendous social and cultural needs of the population.

This objective of general material and cultural elevation could not be conceived without control and full development of the country's human and material resources by the state.

This economic decolonization program had to be designed to place the maximum added value derived from the work and the resources of the Algerian in the country itself as quickly as possible. Thus it became necessary to go beyond the legal, economic, and political framework of the Evian accords which were in a position to oppose this desire for economic decolonization.

A first agreement signed in 1965 was to confirm Algeria's full and complete sovereignty over its natural resources.

Parallel to that, the state established itself in this "hunting preserve" sector of foreign interests with the creation of a national company. The establishment of this tool expressed the desire of the government to discard the economic neocolonial exploitation scheme. The training of Algerian management specialists on all levels rendered this public action instrument operational and enabled the state to go beyond the simple stage of acting as tax collector in order to become an operator during the various stages of the hydrocarbons industry, afterward going into research activities and all the way to the manufacturing of petrochemistry products.

This preparation of control and mastery by the state over this strategic sector of the national economy was materialized through the nationalization of 24 February 1971.

Starting with this base, consolidated through the nationalization of hydrocarbons, the country was able to develop an international effort which was expressed in numerous victories in the struggle for the liberation of the peoples of the Third World.

The strengthening of the front of producers within the OPEC, in the face of the multinationals, became manifest through concrete results in the fight of the petroleum exporting countries for a consistent readjustment of the export price.

For the first time in the history of international economic exchange, fixing the price of raw materials was to be decided by the producer-exporters; winning this legitimate right of price-fixing on the part of the OPEC and the improvement of the purchasing power of exported petroleum at the same time would rearrange the more general problem of unequal economic relations between the Third World and the industrialized countries, between South and North.

The decade of the seventies experienced some appreciable moments and phases in this continuing struggle of the countries of the Third World to improve their living standard through a fairer remuneration of their work and their natural wealth.

We might mention here in particular the Algiers summit of the nonalined countries of September 1973, which heavily emphasized the importance of economic issues in international relations and in the fight for the liberation of the peoples.

The Sixth Session of the United Nations General Assembly in the Spring of 1974 provided a declaration and a program for a new international economic order which recognized the justification of the demands of the Third World countries, especially the right to nationalization and full sovereignty by each state over its national resources, the indexing of raw material prices in line with other international prices, the right of the producers to associate.

A year later, in the spring of 1975, a first OPEC summit at Algiers confirmed the resolution of the producing countries to fight in order to defend their common interests as exporters against the egotism of the industrialized countries and the multinationals which were trying to recover lost ground through the creation of the Consumer Front.

But while it joined as responsible partner in international cooperation and worldwide management of the energy economy, the OPEC also reaffirmed its natural position as an integral part of the Third World, in spite of the attempts by the industrialized countries to divide the ranks of the developing countries.

In spite of the rather scant success of the meetings and the dialogue between the North and South, the 1979 Havana summit of nonalined countries proposed the organization of global economic negotiations. This initiative of global negotiations dealing with energy but also with other raw materials, commerce, development, monetary and financial problems, taken up by the 35th Session of the United Nations General Assembly is in preparation.

Nevertheless, in spite of what little progress has been made in the institution of global coordination toward a new economic order, the OPEC continues to pursue initiatives in order to consolidate the solidarity of all of the Third World countries.

Thus the majority agreed on supplying the developing countries; other measures of a financial nature, especially, are also being studied for the purpose of strengthening this solidarity of the OPEC countries with the other countries of the Third World.

Concerning Algeria, this militant attitude of solidarity within the Third World has its natural extension and practical application through cooperation with many countries of the Third World, especially Arabic and African countries.

Energy Issue in Documents

Nation's Constitution (Pages 114-115)

(d) The increase in basic product prices is a primordial factor in improving the terms of trade.

For Algeria, raising basic product prices--especially those of mineral origin--constitutes a primordial factor in improving the terms of exchange with the outside world. This objective, which is a part of the perspective of the major action lines of the country's foreign policy, is pursued through actions aimed at selling the country's exports under the best possible conditions and, on the international level, promoting the forms of cooperation necessary to safeguard the improvement of earnings coming from the sale of basic products.

We can say that capital devoted to the financing of installations destined for the export of natural gas, the production of petroleum, and, generally, the processing of raw materials, would have made it possible to promote industries that create a larger number of jobs. This view of things in reality conceals an erroneous approach to development because the crucial problem is to have the money indispensable in creating jobs on a very large scale.

Thus, it is financial revenues obtained through the export of natural resources that facilitate a major job-creating policy, while at the same time they contribute to strengthening the country's economic independence.

Pages 157 [as published]:

The moment the financial, technical, and human resources are mobilized in the Western World at a considerable scale to speed up the economic downgrading of hydrocarbons existing in the countries of the Third World, the Algerian people mobilized to develop its own real resources--the Algerian man and his land. The country's wealth in terms of petroleum and gas--currently used to support development efforts --would make no sense and would not be historically justified in terms of their exploitation if they did not serve to produce the wealth that resides in the work of the individual and in the development of the territory.

Fourth FLN Congress
Economic and Social Resolution

"The development policy pursued in Algeria in practice exposes the unequal character of international economic relations and the continuation of relationships of domination and exploitation on a worldwide scale, while industrial development, the policy of developing hydrocarbons, are running into neocolonial economic obstacles."

Second Session of Central Committee

The Central Committee, Whereas:

The strategic role of hydrocarbons in the light of the evolution of the energy situation throughout the world;

The function of acting as a source of accumulation of external payment resources which the hydrocarbons sector is going to have to play for the decade to come;

The nonrenewable character of hydrocarbon resources;

Hereby stresses the need for guaranteeing the country a reliable and independent energy supply in very long-range terms;

The need for developing actions aimed at greater development of liquid and gaseous hydrocarbons;

Underscores the need to spell out a global energy policy and to undertake actions designed to consolidate the country's independence in this field, especially through the following:

Preservation of the nation's strategic hydrocarbon reserves, guaranteeing the country's very long-terms supply especially through a re-examination of the hydrocarbons exploitation policy;

Implementation of a rigorous deposit conservation policy;

An exploitation policy in line with the country's internal development strategy, guaranteeing maximum development of hydrocarbons;

Development and mobilization of other energy sources for which the preparation of real technological mastery conditions is indispensable;

It also demands the following:

Definition of a national consumption policy taking into account the country's resources and our rate of development and drafting an energy savings policy;

On the national and international levels, conduct every appropriate effort aimed at safeguarding the purchasing power of hydrocarbons.

Special Party Congress

General Policy Resolution

Whereas, the strategic role played by hydrocarbons in the world economy and the evolution of the international energy situation;

Hereby recalls the necessity:

Of defining and implementing a national energy policy which will fit closely in with the country's economic and social and economic development strategy;

Of setting liquid and gaseous hydrocarbons production and export levels which, on the one hand, will be compatible with the financial requirements deriving from the country's economic and social development and, on the other hand, energy products and raw materials for the nation's industry to which priority must be assigned.

For this purpose, the congress in particular demands the establishment and preservation of strategic national hydrocarbons reserves;

Of defining and applying a policy for the exploitation of liquid and gaseous hydrocarbons deposits guaranteeing maximum recovery of hydrocarbons reserves,

It further demands:

The intensive development of hydrocarbons projects both inside national territory and in the exclusive economic zone with a view to assuring the renewal and augmentation of national hydrocarbons reserves;

The definition and implementation of a policy of national consumption of energy products taking into account the different available resources and the country's rate of economic growth.

This kind of policy on the one hand implies the intensification of actions aimed at meeting the needs of the citizens and the national economy in terms of energy products and, on the other hand, the search for savings in the utilization of these various energy sources.

The Special Congress:

Recalls that special attention must be given to the improvement of management and productivity in the energy sector which presents a special character within the national economy.

For this purpose it demands:

The implementation of measures designed to improve the operation and yield of industrial units and to guarantee the maintenance of equipment used;

The implementation of basic and advanced training programs for workers in the sector to guarantee the management and exploitation of industrial units by the country's citizens and thus progressively to eliminate recourse to foreign technical assistance.

The Special Congress underscores the need for drafting and implementing a program for the development of other energy sources.

The Special Congress:

Whereas the maneuvers and pressures exerted by imperialism with a view to persuading Algeria to make concessions regarding its legitimate rights;

Whereas the harmful imbalance between resources coming from the export of natural liquified gas and, on the other hand, the gigantic efforts, both financial and human, which the country is making in this field;

Whereas the big gap between natural gas prices intended to play an important role in the supply of the world with energy and the growing awareness of the vital character of this substance which can run out;

Forcefully condemns all forms of pressure and maneuver by imperialism aimed at keeping natural gas prices at a low level and influencing the country's options in the matter of hydrocarbons export policy;

Vigorously denounces the press campaigns conducted by the mass media in the western countries which seek to falsify the positions and demands of Algeria in the battle which it is fighting for a fair remuneration for the export of natural gas;

Welcomes the positions expressed by the petroleum exporting countries during the Algiers conference with a view to the implementation of a common policy, based on increasingly improved coordination, in the field of hydrocarbons and especially the decision adopted unanimously by that organization in favor of the alinement of crude oil prices;

Demands that all measures be taken to readjust exported natural gas prices and to line them up with crude petroleum prices.

1980-1984 Five-Year Plan

Development of national accumulation capacities (pages 401-403):

"During the period prior to the country's development, the development of national accumulation capacities was expressed by the almost exclusive development of hydrocarbons and their derivatives whose financial counterpart served to install industrial complexes.

"Thus no limit on the utilization of hydrocarbons was planned due to the fact of their great capacity to finance the needs of the economy. This role not only led to the intensive development of hydrocarbons but also above all served to conceal deficiencies in other sectors from which however in the meantime it was certainly justified to expect a more vigorous contribution in the matter of accumulation.

"Likewise, considering the strategic importance of this substance on the world's chessboard and considering its nonrenewable character, we must economize through wise utilization not only as an ace to play but also as a legitimate inheritance for future generations.

"It is therefore becoming vital methodically and according to a clearly defined strategy to start the implementation of such a strategy in which all instruments of the economy must be put to work; this must be done the moment [passage missing in original] ... vital of this nonrenewable substance in the place of means likely to assure the replacement of hydrocarbons with other activities.

"This process will have to be based on the development of all of the country's potential and first of all the human potential since it is true that the only really strategic products are the individual and his work.

"The actions to be pursued in this framework cover several aspects:

'Making the production sector profitable with a view to obtaining an economic surplus promoting the expansion of the economy;

"The quantitative development of the country's capacities in terms of the establishment and makeup of the national market;

"The expansion of the country's natural mining resources and the drafting of a strategy for their utilization;

"The strengthening of the country's concept-generating potential and its adaptation to further industrial development."

Contribution of Energy, Chemistry, and Mining Federation to Thinking on Energy Issue

I. Introduction

The Party Central Committee must, during its next session, take up the subject of "national energy policy"; this issue is important because:

The country's energy resources occupy a strategic place in the national economy;

They constitute almost the only source of financing for efforts to build an independent economy, on the one hand, and social progress measures, on the other hand;

They are nonrenewable.

This is why this issue concerns all the people and especially the workers in the energy sector.

II. Sector Heavily Coveted By the Multinationals and Constantly in Confrontation With Imperialism

One thing that has to be stated forcefully is the antiimperialist character of the February 1971 nationalization measures and the struggle conducted by all patriotic forces and by the petroleum and gas workers to impose our rights to the wealth of our subsoil and to respond to the challenge of technological blackmail from the oil companies. In this field, the vanguard battle fought by Algeria and its contribution to the recognition of the sovereignty of the producing countries over their own resources constituted a strong thrust in Algeria's foreign policy.

The thing that must be understood here is that, as in 1971, the main contradiction in Algeria is between the people as a whole, on the one hand, and imperialism, on the other hand, against which we must improve our alertness in all areas. Why?

Because imperialism has realized that it must permanently adjust to the fighting conditions imposed upon it by the peoples. Because it tries--sometimes with success--to create new bonds of dependence (economic, technological, and financial). Because the thing that attracts it is the search for maximum profits, the pillage of the wealth of developing countries, the satisfaction of its own energy needs.

it is this strategy of imperialism which we must keep in mind when it agrees to extend loans to us or to contribute to exploration, for example. It "aids" Algeria in exporting, mainly; it "aids" us in the study of projects, in construction, and even in the operation of industrial units. That is called technical assistance! The result is that we are heavily in debt and that we have to pay in the form of petroleum and gas.

We must therefore above all be concerned with our national interest and it is in contradiction to the interests of imperialism. We must determine national output levels as a function of our own needs, not according to some moral sense of responsibility toward the foreign market.

We must expand the material bases of a balanced and independent economy which, both in terms of its operation and in terms of its development, rests on national capacities so that the labor force may become the country's essential resource.

In this way the other branches of economic activity and agriculture can contribute to the effort of national accumulation and in this way the pressures exerted on the country's hydrocarbons can be reduced.

III. How to State the Energy Problem in Algeria?

Each country drafts its own energy policy in accord with its political visions, taking into account its available resources, the development level of its production forces, and its economic objectives.

For the capitalist countries, for example, the important thing is to find and use the forms of energy that will guarantee them high profits; thus, certain countries do not hesitate to close down coal mines in order to turn toward the petroleum and gas from the producing countries whom they blame for an alleged energy crisis.

The socialist countries have a tendency toward the combined utilization of all available resources (including those that are less rich in energy terms) and they do so within the planned framework of their economic and social growth.

For Algeria, the problem looks different: Here it is important essentially to make sure that hydrocarbons will perform two apparently contradictory functions, to wit:

Their utilization as a source of accumulation of foreign exchange for economic and social growth;

The satisfaction of the country's energy needs and their preservation for long-term national energy supply and as raw material for the petrochemical industry.

The positions expressed by the Central Committee during its second meeting and by the Special Party Congress very correctly stated the strategic principles on which the country's energy policy must be based.

IV. What Are the Characteristics of the Country's National Economy? What Type of Society Do We Want to Build?

After the battle for the recovery of the country's natural wealth, we plunged into an intensive investment effort especially geared toward earnings derived from hydrocarbons exports. The considerable gain achieved today is represented by the existence of a huge production machinery as well as the creation of hundreds of thousands of jobs; but insufficiencies appeared as a result of the weakness of overall planning and the underestimation of the imperialist threat: Dangerous involvement in the sphere of capitalist trade; underutilization of installed production capacities, heavy foreign debt, confused development in private sector.

The workers find that financial resources coming from the exploration of hydrocarbons were not rendered fully profitable on the level of the projects. They want to build a society based on work and social justice, where the determination of the social needs to be satisfied will be made according to a model of consumption responding to the aspirations of the broad masses. This means that it is necessary to make a certain number of decisions in the matter of needs to be satisfied:

In the energy sector: promotion of natural gas and butane gas; general use of electricity, development of mass transportation; rate schedule placing these goods and services within the reach of the most disadvantaged groups;

In other consumption sectors: taxation on products intended for the privileged categories of society and price supports for large-scale consumer products.

The level of exports must thus be fixed as a function:

Of the capacities for the absorption of production investments by our economy;

Of the financial need to implement a social policy in support of the broad popular masses.

V. We Must Guarantee the Country a Reliable and Independent, Very Long-Term Energy Supply

Algeria has relatively large quantities of energy resources, essentially hydrocarbons; since they are nonrenewable, they must be preserved to meet the needs of society and industry (for energy and raw materials); we must do away with the widespread idea that Algeria has abundant petroleum and gas resources.

To illustrate what we have just said, it suffices to recall that the country's current crude petroleum reserves (900 million tons) will last less than 20 years of production at the 1979 pace, approximately (50 million tons) and that the domestic consumption and export prospects for gas would remove 80 percent of our gas reserves.

The strategic objective of our energy policy thus is to turn the situation around in order to use these resources available in the country with a view to meeting the growing demand for the very long run.

Specifically, we do have gas and petroleum; instead of immediately going after new energies (which is a requirement for other countries) and exporting gas in order to import them, let us use gas whose utilization techniques can be mastered in a reasonable period of time.

For substitution energies we might progressively create conditions for their introduction by planning actions to be taken (training, industrial base), realising that, even by 2010 the share of these forms of energy will be very tiny.

We must be concerned with the maximum recovery of burned gases (10 billion cubic meters per year) as well as the improvement of the rate of recovery in the gas and oil fields.

Let us see how we can make better use of the energy potential of existing dams or those to be built.

Let us pursue the policy of total nationalization of our hydrocarbons by deciding not to renew the contract which links us to CFP [French Petroleum Company]-France (about 11 million tons per year or 20 percent of our output).

On the other hand, we must see to it that the exploitation of our natural resources will follow sound rules of production and conservation and that the concern for developing a knowledge on the wealth in our subsoil essentially rests on the utilization of domestic means of research and exploration.

VI. Their Utilization As Raw Materials For the Petrochemical Industry Permits Their Great Development

National requirements for consumer goods and fertilizer will grow. Investments possible in the petrochemistry sector and in the plastic processing sector must have the primary objective of producing for ourselves that which is today imported and expanding the range of products through micro-investments, which would be profitable for the government sector and left almost entirely to the private sector [as published]. In second place--to the extent that we achieve real mastery of production processes and the satisfaction of domestic needs--they must be aimed at exporting the surplus of manufactured products so that we will not be dependent on hydrocarbons alone.

VII. Workers Support Country's Legitimate Demand For Fair Return On Gas

They support the strong positions adopted by the country's political leadership to impose respect for our national sovereignty and to oppose any form of pressure or blackmail from imperialism and its multinationals. Beyond the price of gas, what imperialism is trying to achieve is a revision of the energy policy principles worked out by the second session of the FLN Central Committee.

But for us, this battle of gas is vital for our economic and social growth. Gas must in medium-range terms take the place of crude petroleum. The lineup of its price with petroleum prices must make it possible to reduce the exported quantities necessary for national investment. Today, we can observe blockages involving the purchase of liquefied natural gas by the capitalist enterprises; to the front of pressures, which they oppose, we must respond through the mobilization of the workers and the patriotic forces around the positions expressed by President Chadli. These pressures and these blockages by imperialism confirm us in our belief that the action

undertaken for the development of our gas and its priority utilization to meet national needs is correct. This is the main thrust for our national energy policy which we want to spell out and which we must pursue. Fighting this battle means this for us, the workers: winning the battle of production and management; making our installed equipment profitable.

VIII. What Are the Concrete Tasks In This Field Which the Workers Must Support and Which Are Aimed At Strengthening Economic Independence, Meeting the Social Needs Of the Vast Popular Masses, and the In-Depth Development of the Socialist Option?

It is important, in the national development plan, to combine any effort that is a part of the framework for the implementation of our energy policy. This means that the production and export levels must only be in line with the urgent requirements for the country's economic and social growth.

The use of hydrocarbons, as sources of energy and raw materials, must be aimed at the satisfaction of a consumption model to the benefit of the broades masses and not the privileged classes and this must be done by establishing certain priorities (promotion of gas, butane, general use of electricity, modernization of agriculture, development of the plastics industry to stimulate mass transportation);

It is necessary to opt for forms of export which will not limit our sovereignty and which will draw contributions from our national construction capacities;

Efforts must be made to sustain and develop the petrochemical industry and plastics processing;

The gas export and refining capacities are important; we must make them profitable and sell their products on the international market; on the other hand, our storage facilities and distribution networks (refined products, gas, butane, electricity) must be strengthened;

The need for a better knowledge on our deposits must be met essentially on the basis of domestic exploration resources. It is absolutely necessary for us to consolidate our national instruments particularly in manpower terms; in this regard, recourse to association with foreign enterprises must be handled with a view toward diversification in the direction toward the countries of the socialist community and the Third World.

IX. How To Pursue a National Energy Policy Which Will Preserve Our Independence

Hydrocarbons practically constitute the only source of foreign exchange earnings for the country (90 percent). We must be able to rely on this resource in order to sustain our economic and social growth.

But if we want to reduce our exports and guarantee our energy supply in long-range terms, we must develop domestic production in order to reduce imports. This is why the battle for production and management turns out to be the primary mission; tackling this task is intimately tied to the reorganization efforts now underway, the organization of the democratic participation of the workers in the life of the sector through the introduction of the GSE [socialist management of business], and the settlement of social and professional problems.

in the national interest, we must be concerned with the improvement of the living and working conditions of the petroleum and gas workers and the utilization of domestic management personnel whom we must trust. A strong effort must be undertaken to limit the use of technical assistance and consultant bureaus from capitalist countries.

In foreign-policy terms, the antiimperialist policy pursued by Algeria has helped strengthen the front of petroleum producing countries organized in the OPEC. We are going to have to strengthen this role and persuade the gas exporting countries to unite in order to defend their interests against the maneuvers of the multinationals and of imperialism.

Finally, we must provide extensive information for groups and communities, we must get them to step up their antiimperialist vigilance, to develop unity of action among elected officials, supervisory personnel, and workers, we must always mobilize them primarily for the BPG [battle for gas], for social progress; for the battle for gas today it is absolutely necessary to tie domestic energy policy in with the concrete tasks of the moment.

Elements For a Policy

With 55.5 billion dinars, the volume of imports in 1980 represents the equivalent of about 40 percent of the nation's output value.

These imports are roughly broken down as follows: 30 percent for the purchase of machinery and equipment, in other words, more than 18 billion DA [Algerian dinars] and almost as much for the purchase of semifinished products from raw materials, 11.9 billions (more than 21 percent) for food consumption and almost 5 billions (almost 9 percent) for industrial goods consumption.

In 1980, the value of crude petroleum exports exceeded 35 billion dinars, the value of condensate was almost 5 billions, the value of refined products was 6 billions, and liquefied natural gas came to 3 billions.

Over the past 20 years, the country's energy policy was essentially characterized by two types of actions:

The first series of actions was aimed at the preliminary objective of recovering the country's wealth and achieving full control by the state over hydrocarbons exploitation;

The second type of actions related to the development of the energy assets through the expansion of exports. This way of using exports was dominant for the purpose of earning the foreign exchange which the country would need for its industrialization and for the modernization of all activity sectors.

In assuming this mission of financial accumulation, assigned to the energy sector through sales of crude petroleum and of other hydrocarbons, international action constituted the key element in our policy, especially when it came to getting a fair price for our exports.

Domestically speaking, this action program was also supported by an investment program intended not only to enlarge the energy assets but also to facilitate and make possible mineral resources for export.

For the future, for the next 20 or 30 years to come, it is certain that the definition and implementation of an energy policy--if it is to be any good at all--will have to take into consideration a battery of choice criteria more complex than in the past.

First of all, the domestic energy consumption needs which have already attained a considerable level with the equivalent (taking all energy sources together) of 14 million tons of petroleum, should experience rapid development: 26 millions estimated for the end of the current plan and 46 million tons estimated by 1990, in other words, almost a three-fold increase over 10 years.

But an energy policy must also consider a more distant time frame.

What we are going to do, what we are going to decide to do or not to do in 1980 will have an impact during the next 20 or 30 years.

While in the past priority was heavily assigned to exports as part of the utilization of the country's mineral resources, energy policy for the future will have to center primarily around domestic energy needs.

Decisions must be made also in order to preserve the country's energy independence for a sufficiently long period of time.

Considering the current level of known energy reserves, this means that judgments are going to have to be made right now in connection with drafting the maximum export prospects.

Further clarification must be provided for the questions which the citizens regularly ask themselves regarding the current rate at which we are drawing on our reserves. Are we not, through our export programs, in the process of mortgaging the country's energy future?

Could it be that this rate of drawing on our current reserves for exports is not harmful to the need for preserving sufficient quantities of hydrocarbons as indispensable raw materials for the strengthening and development of the country's industrialization?

In any case, action programs must be drafted in the light of priority to be given to the utilization of hydrocarbons for the satisfaction of domestic consumption and industrialization needs; but that must also include programs that can guarantee minimum exports in order to earn for the country the necessary foreign exchange and imports since, in the light of the current economic organization, we cannot obtain surpluses which can be exported from other economic activity sectors.

Answers must also be provided for the concerns expressed regarding the disproportionate area taken up by imports as substitutes for the domestic production effort, imports sustained and made possible on this level only or almost only by the revenues from petroleum yields.

Besides, the maximum levels to be specified for the sale of energy abroad, a decision as to products to be exported must be made strictly keeping in mind the objective of financial profitability in line with the ultimate purpose of raw material exports which must be considered as a sacrifice demanded for the sake of planned import needs.

This future export program structure--in other words, the proportion to be selected between crude petroleum, condensate, gas, refined products--must be determined as a function of the international market prices, preferences in the domestic use of raw materials for energy sources, their relative rarity.

This structure of the export program must spring from the preferential domestic utilization structure (industrial uses, household consumption needs) which must in turn be derived from a certain number of decisions. The choice of this energy consumption model is determined by facts regarding the relative rarity of current and anticipated mineral resources, optimum management of energy assets, etc.

The essential thing is that this "model" for the utilization of different energy sources currently known or technically anticipated must be based on choices and decisions even though these choices themselves must periodically be revised because many of the domestic and international facts of life of the energy economy are rather in motion. Further clarification must be provided especially regarding the issues involving, for example, the justification in the current trend toward generalized use of natural gas in electric power generation, the operation of industries or the consumption of households. Is it not a waste to use this raw material as an energy source? Is it not possible to use other energy sources?

These two structures or proportions in the utilization of our mineral resources, as industrial raw materials or energy sources for the domestic market or for export, must lead to a system of prices and rate schedules in accord with the basic options of these utilization methods.

In particular we must be careful to make sure that the mining yield, consisting of hydrocarbons, will not turn into disguised subsidies--through the practice of prices fixed more or less at random--which would conceal the performances or failures of other sectors of the national economy. Within the sector itself, sales prices for these raw materials and strategic forms of energy, among the various activities, must clearly appear in order to enable everybody properly to evaluate the financial, economic, and social profitability of each of these various activities.

The relative abundance of the country's energy assets must no longer be used as an excuse for the waste of energy or the lack of a highly savings-oriented energy use policy. Earnings deriving from the exploitation of these yields must not lead to any illusions and must not make us forget that Algeria is underdeveloped and consequently has a very great need for the organization and mobilization of resources indispensable in the fight against underdevelopment.

Consequently, a "code" for the utilization of the various forms of energy will have to be drafted and a systematic program of measures will have to be drawn up for this savings-oriented utilization of energy sources and raw materials that are extremely precious and nonrenewable.

Considering the vast size of national territory and favorable indications as to the probability of new discoveries of hydrocarbon deposits or other mineral resources, also considering the major equipment effort made in earlier plans, more attention should be devoted to making prospecting programs more effective and providing a better organization in order to make the investments profitable and enlarging our mineral wealth.

The exploitation effort must also be applied to the mastery and development of other energy resources and raw materials, that is, other than hydrocarbons.

It is necessary progressively to increase the share of energy sources other than hydrocarbons in the country's energy potential, such as solar, nuclear, wind, geothermal, and other sources, and to preserve water power. The program for the introduction and development of these energy sources must be accomplished in conjunction with the gas utilization policy.

This diversification of energy sources through mastery of new sources will have to be accomplished in close relation to the promotion of technology and national independence. In particular, it will be necessary to make sure that we establish realistic targets tied to the progress of our capacity to master the related technologies; we must also see to it that we strengthen the nation's scientific base which is necessary for taking charge of this development; in promoting these forms of energy, we must also make sure that the national economy will participate to the maximum extent.

Regarding the other energy resources:

We must prepare an inventory of resources in the form of available raw materials. In this respect it is urgent to strengthen the nation's capacities for the evaluation and interpretation of data relative to solar, wind, and geothermal energy resources.

We must create a data bank containing all of the information available on the Algerian subsoil.

We must develop mining prospecting in the coal industry and regarding nuclear raw materials.

Considering the reserves found so far, we must bar the export of uranium in the form of raw material.

Regarding water power:

We must improve the existing water power facilities or those planned for the production of electricity, of course also for local use.

Concerning wind and geothermal energies:

We must start development work.

Concerning solar energy:

Because of the importance of the national potential and the prospects offered in the other sectors of the national economy in terms of contributing to its development, we must pay special attention to its promotion, in particular, promoting the general construction of solar housing units.

Concerning nuclear energy:

It is absolutely urgent to organize a permanent national coordination effort for the introduction and development of nuclear energy.

The introduction of nuclear energy must not interfere with the basic principle of the country's political and economic independence.

Hydrocarbons must be used as negotiating tools for the acquisition of "practical" technologies.

As a matter of fact, regardless of the degree of processing necessary, regardless of the priorities in the utilization of our resources and hydrocarbons, regardless of the reversal of priorities to the benefit of domestic consumption, the fact remains that the international aspects of Algeria's energy policy to come will be important. Energy is and for a long time will remain a primordial factor in international relations.

To be effective and complete, the definition of the country's national energy policy must include diplomatic action in harmony and coherence with the options that will be selected for the drafting of this overall energy policy.

Some general guiding principles can nevertheless already be outlined to provide orientation for this foreign policy in the energy field.

The objective of strengthening the country's economic independence must be manifested and must be present in all forms of action of our foreign policy.

The utilization of hydrocarbons (in the form of exports of a certain substance and as a strategic source of energy for the foreign economies) must remain a fighting weapon for a reorganization and democratization of international economic relations through the institution of a fairer economic order.

One of the lasting and particularly meaningful manifestations for the protection of our interest will be the fight within the OPEC and the other international authorities for the improvement of the purchasing power of our exports.

This form of action through the organization and the coordinated decisions of the raw material producers and exporters of the Third World must remain a basic guideline in the general economic liberation struggle of the developing countries. Militant action, as a petroleum exporting country, must be supplemented by actions of solidarity toward the poorest countries of the Third World.

Conclusion

The elements of choice mentioned earlier, together, involve the following:

The level of reserves which we must preserve for the future consumption of the country and its energy independence;

The structure of domestic supplies or the definition of an energy consumption model;

The levels and the structure of programs for products to facilitate exports;

Minimum prices at which these exports must be transacted;

The system of domestic energy sales prices at home, as well as the system of branches producing energy or within the energy sector and the other sectors of the national economy;

Programs for the search and mastery of new sources of energy for the probable enlargement of current reserves;

Economic efficiency of the utilization of hydrocarbons as a source of energy or as industrial raw material;

General efficiency of investments of these strategic branches of the national economy.

All of these are parameters which must be fully taken into account in spelling out a national energy policy which will apply in medium-range and longer-range terms.

All of these parameters together may often look very technical but implicitly or explicitly they point to economic policy decisions.

Moreover, many of these domestic or foreign facts presented in this report are frequently modified (for example, the level of reserves, the export price level, or the technologies used in all stages of the hydrocarbons industry). These modifications often assume considerable amplitude liable to influence the timeliness of one decision or another. These are just so many more reasons which must work toward precise and regularly updated information concerning these technical and economic parameters behind those decisions, permanent coordination of all national agencies involved, through the practical implementation of our energy policy and, finally, periodic coordination on a high policy-decision-making level; the impact of the entire evolution in the energy sector upon the country's life is that great.

Status of Resources

Algeria's energy assets consist primarily of hydrocarbons, uranium, and a smaller quantity of coal. Algeria furthermore has a hydroelectric power potential which remains limited, considering the country's weather conditions.

Hydrocarbons presently, in terms of their volume, constitute the country's main energy resource. Hydrocarbons in Algeria can be classified in several categories: crude petroleum, gas, condensate, and liquefied petroleum gas (butane and propane).

The proven recoverable reserves of crude petroleum as of 1 January 1979 came to 900 million tons, to which one might add about 360 million tons in probable and possible reserves. The cumulative output as of that date came to 705 million tons.

The remaining proven recoverable reserves of natural gas as of 1 January 1979 came to 2.7 trillion cubic meters, to which we might add 950 billion cubic meters of probable and possible reserves. The remaining proven recoverable reserves represent a petroleum equivalent (energy equivalence) of close to 2.5 billion tons or more than 2.5 times the proven crude petroleum reserves.

The cumulative natural gas output as of 1 January 1979 came to 77 billion cubic meters, excluding associated gas burned off.

On top of these natural gas reserves we have associated natural gas reserves contained in the crude petroleum deposits, representing a proven potential of 500 billion cubic meters. To this very day, a large portion of the gas associated with the production of crude petroleum is being burned but in the future most of these gases will be reinjected into the hydrocarbon deposits.

the condensate produced as of 1 January 1979 comes to 20 million tons. The remaining recoverable reserves are on the order of 450 million tons.

Liquefied petroleum gas is contained both in natural gas and in associated gas. Considering the extraction systems used, the remaining proven recoverable reserves of liquefied petroleum gas come to 260 million tons. With production of the liquefaction units and refineries as well as the processing units running at full capacity, the liquefied petroleum gas output is destined to grow rapidly.

As of the end of 1978, estimates of national coal reserves shaped up as follows: proven in-situ reserves--66.4 million tons; including: proven recoverable reserves--42.9 million tons.

While the contribution of our coal reserves to the national energy supply has been very poor, the available technology for using coal and the absence of policy restrictions enable us to look forward to development prospects.

Thermal sources are the only geothermal operations currently underway in Algeria.

By virtue of its geographic location and its weather conditions, Algeria has a considerable "solar deposit." Various studies designed to estimate these deposits have been made by domestic organizations.

Solar energy coming from instantaneous sunlight and diffuse solar radiation is inexhaustible, available in the same form, and perfectly neutral in ecologic terms; it can be used for the production of heat or secondary energy (electricity).

The production of "low-temperature heat" is based on a technology that has reached a certain degree of maturity with a long tradition of application. Prototypes have been put up in national laboratories with the participation of national industry. The essential market for solar, low-temperature heat is heating and air conditioning of buildings.

A Commitment For the Future

Over the past several days, Mr Belkacem Nabi, member, Central Committee, and minister of energy and petrochemical industries, attended meetings where the energy issue was debated with the rank-and-file militants throughout several wilayats in the country. These debates are part of the preparation for the meeting of the Party Central Committee and they enable the rank and file to ask questions concerning the country's future.

Energy is "a sensitive area which will determine the country's future." This comment was made last week by Mr Belkacem Nabi, member, Central Committee, and minister of energy and petrochemical industry, in addressing party militants in the wilayate of Algiers. It summarizes two major aspects of the energy issue which have been the subject of a debate throughout several wilayats in the country. The comments by the energy minister furthermore were aimed at these two dimensions which show that the energy issue, on the one hand, is primordial and, on the other hand, impossible to debate without an overall view. This view is made up of urgent domestic requirements, in other words, national requirements, as well as foreign requirements, those pertaining to the big confrontation right now between the producer countries and the consumer countries, essentially the industrialized countries. The combination of these two categories of urgent requirements indicates that energy in our time is "an essential factor in economic independence," as correctly emphasized on many occasions by Mr Belkacem Nabi.

Hydrocarbons--Precious Resource To Be Preserved

Algeria has a precious and strategic resource. This is a fact which must be fully understood because the future will to a great extent depend on it. In other words, and at the rate we are exhausting this resource, efficiency is a must. The exploitation of our energy resources, gas and especially petroleum, must be part of a planned overall view so as to assure, in return, support for economic development and independence. This is decisive when we realize that right now "99 percent of our foreign exchange comes from the sale of petroleum and gas" and that, parallel to this, that resource serves not only to finance basic investments.

This situation necessitates a realistic revision "so that the petroleum share will go down progressively and so that, conversely, the contribution from other sectors will go up." This necessity does not spring from a desire to reorganize the significance of the various economic sectors but from the urgent need to back up and preserve the independence of Algeria. In this sense the minister stressed the urgency of "progressively reducing the quantities of petroleum and gas to be exported and determining the rates at which they must be conserved." So much for that. On the other hand we must not, in the future, count on our petroleum earnings to make up the financial shortages connected with the construction of development projects. This second issue however remains subordinate to the reorganization of the enterprises now underway with a view toward improved management and greater productivity.

The other aspect relates to the domestic plan, with utmost importance to be assigned to prospecting for other energy sources; it also involves the outside world, calling for continuity in revision and negotiation on the international market in order to

preserve and safeguard the country's right to develop its own energy sources, like other producers, and to be able to influence the balance sheet as a function of economic factors which until now have worked to the disadvantage of the producers. This aspect is no less important, as the minister underscored because it influences the restoration of the domestic balance to a great extent.

We might note that the debates made it possible to bring out the essential idea that the energy issue is made up above all of eminently political factors. This quite correctly does away with the prevailing idea to the effect that this is a technical matter for the specialists only. This idea has always been denounced by the workers and their labor union organization because it deliberately conceals the real stakes involved in a strategic issue for the future.

In the course of another debate meeting, Mr Nabi declared that national energy policy is aimed at the attainment of two main objectives:

(1) Participation in development financing;

(2) Satisfaction of the national economy's growing energy needs. This second objective takes up a particularly important place due to the rise in prices on the world market and the growing needs of the national economy. In 1990, for example, national consumption will be something like 40 million tons of petroleum equivalent (currently 16 million tons); hence the need for conserving strategic resources destined for the satisfaction of the needs of future generations in accordance with the resolutions of the Special Party Congress. These strategic resources are furthermore defined by taking into account the possibilities of access to alternate energy sources.

"During this period of transition, it is absolutely necessary to prevent our economy from becoming a hydrocarbon importer," said the minister.

To attain these objectives, in the light of limited resources and with regard to the growing needs of our economy, it is necessary to draft a coherent strategy, taking into account our past experience and the new facts of life on the world market, in order to avoid continuously having to suffer the ups and downs of the international market.

This strategy would be concentrated around the following:

(1) Priority in supplies [passage missing in original] ... in the developed countries. This is [passage missing in original];

(2) Greater integration of enterprises of the national economy;

(3) Better utilization of production machinery by seeking to increase the economic efficiency;

(4) Development and promotion of work which in fact is the ultimate purpose of this entire policy, as well as an effort to promote every greater mastery of the production apparatus by the country's own citizens.

This being the case, the instruments for the attainment of such an objective must be concentrated on the following:

(1) A reorganization effort designed to set up enterprises within the proper human dimension and permitting the evaluation and improvement of the performance of the various entities;

(2) Establishment of an integrated system of continuous training in conjunction with the implementation of the SGT and career planning aimed at steady employment;

(3) Organization of certain priority enterprise functions, that is to say, maintenance and industrial security [safety];

(4) Optimum management of energy potential both on the level of secondary recovery and economical utilization (also among households).

The fact remains that our only source of wealth resides in the ability of the individual to develop a labor force in keeping with the standards generally accepted in the developed countries. Since the ultimate purpose of things resides in man himself, it is therefore an urgent duty to work toward the preservation of sound minds and to stop the waste of energy by going after the wrong kind of problem.

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ALGERIAN MERCHANT MARINE DESCRIBED

Algiers EL MOUDJAHID in French 14-19 Dec 80

[Article by Mohammed Arabdiou: "CNAN: One of the Most Important Merchant Fleets in Africa and the Arab World"]

[14 Dec 80 p 2: "1. Ship's Log of a Crossing"]

[Text] When we arrived at the wharves, quite out of breath, two sailors reassured us. "The 'Tolga' isn't ready to leave tomorrow, much less tonight," they told us. They themselves were part of the crew.

The next day we had to spend still another night on board. When it came right down to it, the "Tolga" did not cast off until Thursday morning after 0900.

Was such a large ship incapable of programming its movements? That was the first question, which continued to plague us from then on.

On Wednesday afternoon, the day before our departure, to kill time we walked along the wharves of the port of Algiers' largest mole.

Dear the dock a large grain carrier, the "Golden Fleece," was unloading its cargo by means of a pumping system. In the few empty spaces, swarms of pigeons were pecking at the grain. Ships bearing bizarre names were occasionally berthed in groups of about ten.

After the various awareness campaigns we had believed that clogging of the port was no longer a problem. Wrong. Merchandise of all kinds was waiting to be removed. This greatly hampers the dockers in unloading. Sometimes the saturation level is such that it becomes a bottleneck. The blockage it engenders causes chain reactions. The ship that has not been unloaded lingers, preventing the ship in the roads from taking its place, hence the penalty for extra lay days that is costing the country billions per year. The names of the supplier and the consignee are plainly written on every parcel. These are generally national companies or yards. The sight is so distressing that it makes one want to write to them, to call their attention to it. The dockers' point of view? They have been questioned so much on this subject that they no longer want to answer. When the subject is always the same, they get the impression they are being made fun of when they are asked the same questions. One of their supervisors, Mr Lounes--the mole foreman--tried to explain to us: "We have heard speeches, so many unkept promises, that we no longer believe them. What matters today is acts, deeds." The discussion turned to the dockers' problems!

They do not even have showers. They cited the case of those workers who unload cement. This powder, which sticks to sweat and becomes a concrete coat at the end of the day, burns the dockers' skin. Then they recited a list of disappointed hopes. For an entire port, there is not one public toilet! To relieve himself the worker is obliged to hide behind containers or other cases of merchandise. Apart from undermining the dignity of these men, this deficiency has serious repercussions on health. In fact, some corners of the port are unapproachable because of the sickening odors. The docks also attract attention because of the dirty water. In addition to the detritus of all kinds that drifts wherever the lapping water takes it, there is a film of grease that covers the surface of the water. This is dumped by the sewer that carries it away from the nearby oil mill. The waste material in question clings, not only to the hulls of ships, but also to the ropes handled by the sailors, to say nothing of the pollution caused by this substance. Whenever a vessel makes a movement the water is changed into black mud that gives an idea of how the port is silting. "However," an officer told us, "there are refuse pickup barges that are not very expensive and are capable of solving this pollution problem."

The other anomaly observed in the capital's port is the absence of [drinking] fountains. As there is no bar either, one must avoid being thirsty unless one is inside the administrative buildings that are to be found here and there. If a docker has forgotten to bring his snack and is hungry, he will have to endure his troubles with fortitude until it is time to go home. Here, unlike all the other ports of the world, there is no place to buy a sandwich. At night the place is transformed into dangerous back alleys. If there is an emergency, there is no point in looking for a telephone booth. There is none in the entire port.

Two days later, disembarking in an Italian port at Livorno, the contrast is enormous in all areas. Are we not as capable as the Italians?

Our evening on the ship was not unproductive. It enables us to answer the first question we had asked. The captain can never just set a precise departure date, because his decision depends on several factors--first of all, on the pace with which his ship is being unloaded. To make up for the delay, SONAMA [National Freight Handling Company] mobilized night shifts. The members of this crew, which finishes at 0300, work fast in order to gain an hour or two on their day. Despite the frenzied labors of the Clarkists, the last parcel did not go off until 0245. The whole operation unfolds attended by the sailors of the ship, assigned to precise stations. Some of them handle the cargo lifts, others watch over the merchandise and the conditions of its removal, to warn of potential damage to the machinery or deterioration of the parcels, which are still the responsibility of the transporter--in this case, the CNAN [Algerian National Shipping Company].

When the dockers departed, it was barely possible for the ship to leave the harbor. At that hour the pilot, who in principle is on duty 24 hours out of the 24, had not arrived. It was not until the next day at 0900 that he arrived, accompanied by a PAF [Air and Frontier Police] officer. Before he even set foot on the bridge, every officer and member of the crew was at his maneuvering station, ready for departure. A half hour later the "Tolga" left the road, sailing toward the open sea. Far away in the fog, Algiers, the white city, was disappearing. A light wind caused the sea to be flecked with foam, the ship began to pitch, the rolling suddenly reminded us that we were not sailors Fortunately, a large cheese sandwich, with nothing to

drink, settled our stomach. Several hours later the sea was flat to the horizon. For the remainder of the crossing the weather was in our favor.

Young Algerian Captains

The "Tolga" is one of a series of Ro-Ro (Roll and Roll Off)-type merchant ships acquired by the CNAN. They are designed for horizontal loading with the aid of rolling stock. The merchandise is placed either on pallets or in crates, unless it consists of vehicles. This type of ship is ideal for transporting vehicles. The "Tolga" loaded over 650 Passats from Brazil, while it can hold as many as 850 small automobiles. The other advantage of this type of ship is that it only occupies about 10 meters of wharf space, just enough to enable it to open the "mouth" located toward its stern. When this gate is lowered it becomes a bridge between the ship and the pier, allowing passage for the loading machinery.

In principle, this ship is composed of four levels. Below, there is the engine room, then the hold, the garage and the deck, or terrace. To gain space, if there are automobiles for example, three other mobile floors are used: two elevators, powered by a hydraulic system, connect the lower garage (at ground level) with the upper garage. The "Tolga" has 39 officers and crew members, including four foreign officers (two Yugoslavs and two Egyptians).

Captain Said Zemour is only 33. This detail (youth) is not an exception, since at the beginning of our young company (CNAN) the few Algerian captains are scarcely any older than that. Another important detail: navigating as they do in international waters, these officers are eager to have master's certificates that are recognized by international navigation authorities.

The tasks on board are of four kinds: The bridge. It is from here that the ship is run. Here one finds the captain, the second in command (or deputy captain), the first and second lieutenants, as well as the radio officer. The engines. These are run by the chief machinist, or chief engineer, the second engineer, the third and fourth engineers and finally the electrician officer. All of these staff members are officers.

The crew, for its part, is divided between the bridge and the engines. On the bridge are the boatswain, or crew chief, who is called the "Bosco" in sea jargon, the second boatswain, the warehouseman, five or six seamen and finally an apprentice or ship's boy, who is under 18. On the engines there is the greaser foreman, the machinist, three greasers, three cleaners and another apprentice.

The dining room has a chief steward, a cook, a galley boy, one or two mess boys and a bus boy. Mess means relaxing room. There are four of them--one for the captain and his principal lieutenants, another for the officers and finally, two more for the crew's manual workers and possible convoying officers. From the highest ranking to the lowest, these men stand watch, performing well-defined tasks, when the ship is in motion, in the roads, or even at the wharf.

Danger in the Sea

A watch is four hours long. Everyone has a cabin, which is inspected from time to time by the captain, to confirm that everything is in order. The menu is the same for all. Discipline is strict. Which does not rule out the spirit of camaraderie that prevails among all the sailors, including the foreigners. Each mess has a television, making it possible to find amusement after work. Chairs, tables, TV or

other pieces of furniture are bolted down so they will not fly to pieces in bad weather. During this crossing we were accompanied by three trainee officers. They, too, stand watch, and act as if the movement of the ship depended upon them. They scan the horizon with binoculars to spot any possible ship. At other times they study the radar or the echo sounder to detect any possible obstacle. At still other times they bend over the map, compass in hand, to determine the ship's position, its speed, or even the time of its approaching land.

After the ship reaches the open sea the second lieutenant opens the cellar, the store which has been sealed off, so that the personnel may provide themselves with cigarettes, drinks, bars of soap, etc. These products are duty-free, but are paid for in foreign currency only.

While we were sailing off the coast of Sardinia an SOS came in, to remind us that there is constant danger in the sea.

In fact, toward 1000 on that Saturday, 4 October the "Georgis," a Cypriot ship, found itself in distress because of a fire in the engine room. On orders from port authorities communicating by radio, a German tug, the "Vater Pleni," which was nearer than the "Tolga," headed for the spot to pick up the 13 crew members who had left the ship. Only the captain had remained aboard. Two years earlier the "Collo," an Algerian ship, was sinking in the Mediterranean after a collision with an Italian vessel. It was 0405. In less than three minutes the "Collo" disappeared, taking with it into the depths 24 young Algerians, as well as two foreign convoying officers. The first to awaken, young Captain Dadj, lost his life trying to save his comrades who were lying on the lower deck. All of the "Tolga's" sailors and officers remember that drama. It is to the credit of the national merchant marine that, starting from nothing 15 years ago, it has become the most important merchant marine in Africa and one of the most important in the Arab world.

As anticipated, after 32 hours at sea our ship reaches Livorno. After the customary formalities, what a pleasure it is to set foot on land! This time the captain is categorical: "We will leave for Algiers on Wednesday," he says. His confidence stems from the fact that the equipment in this Italian port, like its dockers, belongs to "another world."

[15 Dec 80 p 2]

[Text] The CNAN Flag: Following in the Wake of Third World Demands. The importance of maritime freight no longer needs to be demonstrated. Ninety-nine percent of our trade is conveyed by sea. It is claimed that a country without a fleet cannot be independent, for it is subject to the will of third parties. Taking over a part of maritime transportation constituted one of the earliest demands in dialogs between rich and poor countries. Among the forms of exploitation of Third World countries by affluent countries are financial loans--but there is also transportation. A product is sold cheaply, but the price of transporting it will swell the cost. Control of freight by the great powers enables them to continue to maintain order in their own favor, because they impose their rule on maritime transportation.

f. buy coffee or timber from a neighboring country, such an African country is obliged to go through Marseilles, London or Antwerp.

Algeria, aware of this situation, was concerned with the question in the early years of its independence. In fact, the CNAN was created in 1963. But the national navigation company made no real progress until 1967. Before that date it had only four "old tubs," two of which were gifts and the other two had been purchased second-hand. In comparison with its former 20,000 tons of freight per year, in 1967 the CNAN carried 185,000 tons. However, this was still an insignificant figure in relation to the volume of merchandise transported. At that time French shipowners dominated transportation between Algeria and France. Despite its muffled-tread entry into the merchant marine world, our national company at that time was considered an intruder by those who held a de facto monopoly. All means were employed to keep us at a distance in an extremely profitable sector. The methods used were not always worthy of their authors, but Algeria, having put its foot in the stirrup, was determined to go forward in maritime transportation.

It is true that our traditions in this field could only encourage us along that path. Despite efforts deployed during the colonial period to efface our history, no Algerian has forgotten that long ago our country controlled the Mediterranean, in the face of all opposition. At a conference held by Professor Zabadia we learned that in 1626 [1926], when Aroudj was appointed by the Turks, there were 65 warships and 100 merchant fleet units. Thirty years later, in 1956, there were 700 ships of all categories. According to Dr Show there were 13,000 registered sailors and 7,000 unregistered sailors.

The History of a Fleet

It is deplorable to find that no historical research on the subject has been undertaken in the nearly 20 years since independence. Although faraway America has opened a center in Florida for research on the various Mediterranean fleets.

After 1962 it was vital for our country, which was absolutely determined to make its political independence complete by adding economic liberation, to equip itself autonomously. Development of this sector went hand in hand with the effort deployed to recover and evaluate our national wealth. One may cite as a reminder the nationalization of the mines in 1966 and of hydrocarbons in 1971. Creation of national companies with an export-import monopoly, as well as the takeover by the state of foreign trade, constitute another example revelatory of the projected objectives. Algeria was in fact waging its battle for development on all fronts.

In maritime transportation, while the French shipowners were challenging the viability of our undertaking, our country's first demand was to share the freight with our partners. Long discussions were necessary before reasonable conclusions could be reached. The acquisition of 50 percent of the freight carrying imported goods into France was simply an act of elementary justice, which was only accepted by the partner because of the Algerian government's firmness. Algeria uses that agreement as a [illegible] with other partners who are sometimes more conservative than France on this subject.

The "50-50" principle having been accepted at last by all, the experiment has taught our young company that there existed noble [probably movable] products that were easy to handle, not too bulky, and remunerative, whereas others were less so. Of course foreign companies were taking the "good" freight, reserving the "bad" for the [illegible] navigation company, until the latter became aware of this practice.

Once again the negotiations dragged on, good sense prevailed and finally the freight was itemized, classified according to category and distributed accordingly. For example, the term heavy parcels is used when a piece weighs over 16 tons or is over 16 meters in length. Of course these problems only arise with regard to miscellaneous merchandise and do not apply to homogeneous products like ore or hydrocarbons.

Demands and Expansion

In our time the demands have become the demands of all the Third World countries. To be precise, following the recommendations of the "77" group, our country tends more and more to apply the 40-40 and 20-percent formula, or two equal parts for the two partners with one fifth reserved for the third party. This formula seems to be more responsive to countries that are still too weak economically to take over their quota of maritime transportation.

Today the CNAN's expansion is continuing, according to the country's development. More than 85 ships, most of them modern, going back and forth across the oceans, are the property of the CNAN, while others are chartered and navigate under our country's flag. Four continents are regularly served by our fleet (Australia is not yet included). Every passing day sees the structures of our fleet strengthened. Towing in the harbors, which was under the control of Schiaffino, has been integrated into the CNAN.

In fact, by virtue of the 16 April 1968 ordinance creating the navigation zone reserved for the national flag, towing was entrusted to our company. According to a maritime services document, "Towing in the harbors to assist the [word omitted] has as its mission to provide the [words omitted] ships as they enter, leave or move, to intervene in response to a request for assistance or rescue operations on the high seas, and also in accident cases."

Since it was created this department has undergone remarkable expansion. Twenty to thirty thousand ships of all kinds enter or leave Algerian ports. Port administration differs from country to country. In Algeria, a decision of the National Ports Office [ONP] of 22 April 1972 stipulates that any ship entering or leaving our ports must be assisted by a towing operation. The growing number of ships frequenting our coasts, as well as the necessity for huge vessels such as liquefied gas tankers, each of which requires nearly six tugs to get under way or to berth, require that our navigation company have at its disposal a commensurate number of vessels for towing.

Activities are distributed according to departments and separated into divisions, etc. There are three distinct departments for freight alone. There is the DLRS, or Department of Scheduled Southern Lines, which is responsible for the lines serving France, Italy, Spain, the Black Sea and the Adriatic; the DLRN [Department of Scheduled Northern Lines], which concerns Africa, the Middle East, the Far East and national coastal navigation; finally, there is the DTAF [expansion unknown], the department in charge of "tramping." This term means chartering ships on occasional non-scheduled lines.

Within the domain of maritime freight there is also the passenger sector, regularly serving Algeria and France. Our country has five car ferries, the Djazair, the Tassili, the Tipaza, the Hoggar and the Zeralda. Each of these vessels can carry 1,100 passengers and 270 automobiles per crossing, except the Tassili, which can

take more vehicles but fewer people. Creating such a fleet involves putting in place auxiliary services of decisive importance. For example, there are the CNAN hotel service agencies and the one for professional training. Administration of such an organism and its accounting system is certainly no easy task. One is also inclined to shout victory solely because our company is "holding out." There is no lack of difficulties. Errors are sometimes made, but is it not said that "Only he who does nothing makes no mistakes"?

Despite the convincing results, our country is a long way from attaining its maritime transportation objectives. Only a part of the freight--an important part certainly, but nonetheless a limited part--is being carried by CNAN vessels.

To respond to the ever-growing demand, our company resorts to chartering. This means that it leases ships owned by other companies.

To Examine Contracts More Thoroughly

Chartering can be very useful if it is restricted to the role of safety valve when market fluctuations are announced as favorable. Beyond that, true victory in this area requires that we build our own ships.

The uninformed citizen generally believes that the CNAN holds the freight monopoly. Which is only partly true. In Algeria this company alone has the competence and the means to transport merchandise by sea. But on the practical level our ports are open to nearly all of the world's flags. It often happens that the CNAN is not even informed of the arrival of a ship until it casts off. This situation, which of course is deplored by our company, is explained by the autonomy of our national companies and other ministerial import-export services. In general the Algerian partners require a clause in the contract stating that the purchases product be delivered "Algiers pier." This formula is obviously convenient for the representatives of our companies that have enough financial reserves to think about economizing. With this method they have only to await the arrival of the merchandise at the specified time. Consequently the worry about transportation falls upon the supplier, who selects the shipowner who offers him the most advantage, pricewise or otherwise. It is well known that the thing to do at present is to systematically make the CNAN a partner in all import-export operations. To justify doing this, the representatives of some national firms point out certain real or supposed deficiencies in the CNAN. They also prefer to avoid potential complications.

For their part, leaders of maritime transportation seem to make a clear distinction between the desire and the possible. Their realism inclines them to hope that the CNAN will be systematically invited to assist actively with all committees charged with examining contracts. Such an association would enable the CNAN agents to commit themselves or withdraw. Such an association presupposes cooperation. It is true that in coordinating, the most urgent need is to bring into harmony tasks as complementary as those of the ONF, the SONAMA, etc.--and the CNAN.

Today what is important is to carry on with the assigned task while knowing exactly what we want, taking our means into consideration, for in this field, tomorrow is already today.

[16 Dec 80 p 2]

[Text] Provisioning: A Third-Party Monopoly.
On this Saturday, 26 October, what a contrast to the summer period, as far as candidates for a sea voyage are concerned! A friend who in the summer had ventured to go from the main post office to the CNAN office, came back confounded by the spectacle. Hundreds of people were jostling each other in hopes of obtaining a ticket. It seems to us that the small number of sales outlets in proportion to the demand is a deficiency on the part of the navigation company and even shows a contempt for the passengers.

On this fall day everyone seems to have vanished. It was an hour before we were to embark on the Hoggar. The hall the passengers pass through was almost deserted. This fact alone proves that this is the dead season. The lack of passengers is not at all a cause for rejoicing on the part of the crew. "There is no atmosphere," one of them tells us, "and time hangs heavy during the crossing."

Personnel on the car ferries is divided into two categories. There are the men who navigate the vessel under the authority of the captain, and the hotel service personnel who work under orders from the ship's purser. Unlike the crew, the hotel service personnel do not seem to find the lack of people disappointing. This is explained by the fact that those whose job it is to conduct the ship to safe harbor always have the same work to do, regardless of the number of passengers. It is entirely different for those whose mission is to feed, lodge and even amuse the voyagers. "As long as the number doesn't exceed the accepted norms everything goes very well," says Zeboudj Sid-Ahmed, the Hoggar's purser. Another member of the ship's staff revealed to us what was merely implied in the purser's reply. When there are more people on board than there should be, everything is complicated. They have to be given refreshment, provided with bunks or seats, as the case may be. The quality of the service suffers. Inevitably, the customer "grouses."

It is obviously in the summer that overloading is dreaded and frequent, it seems. Between Marseilles and Algiers its chief cause is what are known as social cases. They are hundreds of improvident vacationers who wait until the last minute to make reservations, thinking they are the only ones or almost the only ones who will be taking the boat. They are generally emigres who have only their annual holiday, which they plan to spend in their own country. Not until they are in Marseilles do they realize that the holiday is over. The most dramatic cases are Algerian tourists returning from France. These are people who often spend down to the last centime the foreign currency they had so much trouble getting, and who expect to embark immediately.

Dismayed at the lack of space, they present themselves to the various Algerian authorities in Marseilles. If they stay in family groups and are without money in the streets of Marseilles, the worst is predicted. Faced with that eventuality, the CNAN representatives make every effort to take on as many as possible. Many people have had to abandon their vehicles in the French port, happy to embark at all. The car will not arrive until weeks--maybe months--later, in pitiful condition.

It should be said that with the best will in the world the company's representatives may not exceed a restricted number of passengers, because of the international regulation. If they do they risk a penalty. An overload, if it is proved, may have consequences for accident insurance coverage.

In addition to the cases we have just cited, there are the unauthorized sales. It happens that in the middle of the summer accredited agencies are allowed to sell tickets at a great rate without consulting the computer that is available to them. Some go so far as not to inform the company, which is tantamount to fraud. The head of one of the departments having jurisdiction over the matter showed us a whole list of agencies in Paris, Marseilles, etc., with the names crossed out of those people who were to be prosecuted for the above-mentioned crimes. These cases are serious, because they cast discredit upon our national company.

When the customer arrives in due time at the port of embarkation, the company's services do their utmost to minimize the damage. When necessary the ships of other lines are rerouted when it is impossible to have them duplicate the routes, so that no one--or very few people--will ever be left on land.

Several hours after our departure from Algiers, a waiter appeared at our cabin, to invite us to the dining room for dinner. The swell that was tossing the Hoggar about was making everyone look ominously pale. This did not prevent our tablemate, Mr Mekraza, the singer who is well known on TV, from complaining about the meat, which he said was too tough, that had been served after the appetizer. The second piece was no better, and the artist resigned himself to making do with dessert.

Only one Ship Chandler!

The man who was serving us was visibly disappointed. He tried his best to compensate with redoubled amiability. Everyone had noticed the huge (too huge) pieces of roasted meat, crudely carved and served with their bones left in, which filled the plates. Besides its rather unattractive appearance, this congealed meat really was too tough. Why had they not bought better quality? By asking that question we learned that the menus were planned in advance in Algiers and were spread out over a long period.

A broker in Marseilles supplies CNAN ships that berth in French ports. The hotel service's purser's role is thus reduced to signaling his quantity needs in advance.

When a product requested by the ship's staff turns out not to be part of the planned menu, it is refused. For this reason the pursers, who normally are responsible for everything that falls under the heading of hotel service, are like passive executants, having little to do or say about transactions concluded between Algiers and Marseilles. These ship's officers, having been neutralized, take refuge in silence. But this means that a turnover of over 1,000,000 is being handled through private merchants.

Supporters of the ship chandler, Mr Gaceb, whose company is called UNICHIP [expansion unknown], told us that whenever a CNAN ship berths a swarm of these brokers goes to the ship's captain to offer their services. They even admitted that 15-percent sales commissions were paid to them in the form of rebates.

According to these sources the situation improved after 1973 when UNICHIP took over [illegible]'s right to this market. That opinion is not entirely shared by a large number of maritime personnel and staff, whose reservations verge on suspicion. Why [illegible] its rights since 1973? Is the bidding procedure being observed? Are there no other advantageous suppliers on the market? Some go so far as to make accusations that we cannot consider here, for lack of evidence. Such charges may be more or less well founded. There is also no proof that someone is not trying to

"torpedo" a loyal broker by defamation, in order to replace him with another ship chandler. "Above all, don't believe that our hostility is anti Semitic because Mr Gaceb is Jewish," one of our interlocutors said. From the conflicting attitudes on this subject that we have encountered in the CNAN staff, one question emerges. Are the staff and other personnel participating in the decisions of this important company? Are they being informed, clearly and in detail, of the decisions taken by their company? A positive answer to this question would put an end to the malaise we found. Centralizing the provisioning of our ships may prove to be the best way, under the circumstances, to involve the representatives of the seagoing people in every decision taken in this area. Those most concerned are those who are in constant contact with the passengers. Although the advice of dietetics specialists is indispensable in planning menus, the opinion of the head cook, as well as that of the waiter, may also be valuable. Such an idea is often expressed. With regard to the markets there should be strict confidence, because nothing is more demoralizing than suspicion , to people who take their work seriously. Such confidence does not rule out strict control in all areas. Is a bid put out for provisioning? Let the best proposal be accepted. When a bidder has been retained, the delivered products must still conform to the category provided for in the specifications. To that end the CNAN has an inspectorate in charge of control. Is it fully assuming its role?

Security on Board

At the entrance to the purser's office a hanging transparent placard attracts the visitor's attention. Beside some keys, two pairs of handcuffs remind the "bad boys" that even on board there is an authority with various means of deterrence. This is a reassuring sight to peaceable people, but it does not always correspond to the reality.

Except in exceptional cases, the pursers are not completely prepared for the security tasks imposed upon them every so often (more frequently than one might think) by the situation. The troublemakers are usually acting under the influence of alcohol.

There are classic reactions in such cases, generally on the part of young people trying to get attention by playing "tough guy."

The incidents nearly always start in the same way. For example, annoying an unescorted woman. The purser who intervenes makes a great effort to calm everyone down. If the troublemaker will not listen to reason he is conducted to a cabin that is used as a cell, where the rowdy character will remain until he comes to his senses. The situation becomes more serious and more complex when the rowdies are in a threatening group. In such cases the offenders are remanded to the police at the next anchorage and may incur heavy penalties.

According to one of the pursers, the most formidable elements are encountered among deported compatriots. A large part of these is composed of individual victims of injustice on the part of the French police. Only when they are on board are their handcuffs removed, after their passports have been handed over to the purser. The repulsed ones, frustrated, begin recriminations. When they start to drink they are likely to brawl. It also happens that pursers have to deal with habitual and dangerous delinquents. According to the classic scenario laid out for us, the threats remain verbal. Nevertheless, it has happened that a purser has been attacked by one of the deported who had managed to return to Marseilles.

A four-bed cabin on every passenger ship is reserved for "stashing" the "willful ones," while every so often, we were told, groups of 10 and 20 persons must be neutralized so that the mass of passengers will not be upset. Another cabin is reserved for putting up two police officers when special circumstances require it for order and security on board.

One of the most delicate reception tasks for the CNAN stems from the fact that all of the hotel service personnel, like the seamen, are men. Considering our traditions, it is often awkward for a steward who brings a blanket to cover a young woman who is lying down, in front of her father, brother or husband. A small slip of the tongue, a polite smile misinterpreted, and the CNAN employee is very quickly accused of lack of respect, or even attempted rape!

The ship's officers are then obliged to conduct a real inquiry to get at the truth. Ironically, a seaman pointed out to us that the same persons are much less quick to "defend their honor" when they are crossing the ocean on a foreign ship and dealing with non-Algerian personnel.

This certainly does not lead us to exonerate all seagoing personnel, which is far from consisting solely of "children at heart." One idea is currently making a little headway. It envisages recruiting female personnel for the hotel service. "Why not?" Mr Gasmi, the head of that department of the CNAN said to us. He acknowledges that such an initiative would offer few inconveniences and many advantages.

"In any case, we prefer to have our employee complain that a passenger has made eyes at him, rather than the reverse situation," this person told us. Another--and not the least--advantage is that it opens up a career possibility for our sisters, who in principle have the same right to work as the men. Is this not true of Air Algerie or other airlines? What is to keep women from working on ships when in some countries they are even ship's captains? To those who are afraid of "deteriorating morals" one might retort that at sea the situation could be neither better nor worse than it is in offices or factories. Experience has shown that men who are close to women in their work or in public are less tense and less aggressive than those who live only with their own sex.

A Good Reputation

The sailor is no exception to the rule--similar cures for similar diseases. Everyone knows, too, that especially in our society women, by virtue of their adaptability, are better suited to the hotel professions.

The vessels utilized by our national company to transport passengers and vehicles enjoy a good reputation. In addition to nationals, foreigners who were unaware of our profession or nationality spoke to us in the most glowing terms of the CNAN, on the occasion of a crossing that was often neither their first nor their last.

For their part, the seagoing professionals spoke to us in more qualified terms. These Japanese-built vessels are designed for short passages of a few hours--for example, to connect islands with continents. These ships are not equipped for the sailors to stay on board. The cabins were not outfitted until afterwards. On the Beggar, for example, seamen and hotel service personnel live in cabins located below the water line. They are unanimous in their complaints. This is one of many subjects in their register of grievances. What seemed remarkable to us in the men of the sea was the sense of discipline and the absence of idleness. There is no "goofing off" here, for the simple reason that once the anchor is weighed every man on

board occupies a well-defined station which he may not desert. It is almost like an assembly line in an automobile factory.

The slightest defection brings with it obvious repercussions. Every persone responsible for the crew, bridge, engine room, hotel service, etc. files a confidential report on his men's conduct. The reports are then centralized with the captain, who sends them in his turn to the shipowner. It is there that the seagoing people are assigned on the basis of the need for their specialties, and the conduct of each of them.

Before the ship is bertned the movement of personnel is set up according to a plan worked out ahead of time. In fact, people who run ships have been known to work for four months with no time off. Once on land they take their holiday, nine days a month for the sailor and 12 for the officer. For this reason seagoing people of whatever rank are never on the same ship [for two consecutive voyages]. People who are specialists on the subject told us that the total number of men for one ship is calculated for the year on the basis of one and a half times its actual capacity. This constant change of location undoubtedly contributes to increasing an atmosphere of instability we thought we detected during this investigation.

Here at the end of October, transporting passengers, even with their vehicles--which is not now the case--is scarcely profitable. On the Tassili, which we took for the return voyage from Marseilles, there were 80 passengers. Which is not very many, and with Mr Winter approaching they expect to sell even fewer tickets. For example, an officer told us of making this crossing with only one passenger on board. He was invited to sit at the captain's table. It can make you smile, but it is very costly.

In November, they tell us, the ship's movements will be slowed down. On her next voyage the Tassili was to berth at Marseilles for 48 hours instead of 24. At one of the piers in that French port we noticed a handsome white ship, the "Corse," moored quite near the Tassili. She was plying between the beautiful island and the continent. But as the dead season approaches, the company that operates her prefers to lay her up.

Without going that far, we think the CNAN could restrict as much as possible the comings and goings of empty vessels, while still maintaining its presence. Could not this period be taken advantage of to perform the necessary repairs? It is true that this also depends on the availability of space in the shipyards. But is it not said that the customer is king? In this period of crisis our demands--which are quite reasonable when all is said and done--might easily be accepted by our partners.

The port of Marseilles is much less lively than it was 20 years ago. This is no doubt due to the airplane. But there will always be traffic for a certain clientele that knows how to take its time in order to taste nature's pleasures.

[17 Dec 80 p 2]

[Text] Free-Lance Status for Our Sailors?

In the course of two voyages, one with passengers and the other on a freighter, we talked with a great many seamen and officers.

As if they had passed the word around, they all complained about their situation. "We are very poorly paid," they told

us, giving examples. To refute these allegations the head of the outfitting department telephones the accountant to give us different, precise figures. A bosco (boatswain) earns about 1,800 DA [dinars] per month, exclusive of foreign currency advances. According to the same source, a simple seaman earns 1,400 to 1,500 DA, exclusive of advances. "This is certainly not high pay, but he is lodged and fed on board," he said by way of justification. This pay obviously does not take into account overtime hours put in on board and remunerated.

Another serious problem is a subject of general concern. The sailor is in the situation of a free-lance. He can never be sure of working a full year.

We said in the preceding article that a member of CNAN navigating personnel stays on board for four months (except in exceptional cases) and then comes ashore to take his time off, which is nine days a month for seamen, and 12 for officers. Theoretically, once the legal rest period is over these men return to their posts. In practice, nothing of the kind takes place. They return to work only when they are called by the outfitting department. If he is not called, the seaman must put up with it. The consequences of such an unpaid waiting period for a family man may be imagined.

One of the greatest lacks suffered by seafaring people is the absence of special reception infrastructures for their benefit. We were told of a great many cases of seamen who live in the interior of the country. They come to Algiers to embark. They are turned away and asked to come back in a week or two. The seaman spends what little money he has and finds himself forced to wander around the harbor and sometimes to sleep outdoors. He cannot even protest, because the answer he is given neutralizes him. "You have always been told never to come on your own. If we need you, we'll call you in by telegram." This answer, though clear, does not satisfy the idle sailor. After a long wait he begins to wonder if the CNAN has called him and the message has been lost. And so he makes his way back to headquarters. Of course there are CNAN port agencies at many coastal points, but such offices lack the means to give those concerned a satisfactory answer.

Why is a sailor's home not created, such as exists everywhere throughout the world? In these establishments seagoing people passing through or in transit can seek refreshment at moderate prices in a canteen. The same center would have a cafeteria, and above all a hotel to accommodate lodgers.

At the CNAN those in charge are in favor of such an initiative. We were told that [illegible] was actually on the agenda. A plan has been drawn up to create an establishment for seafaring people. Studies appear to have been completed and the results released. The home is to be built next to the Admiralty. Everything is ready except--the work.

However, this is really an emergency. Meanwhile, why is the seaman not notified at the appropriate time that he will be going back to work, thus saving him onerous and pointless moving about?

The head of outfitting admits that sailors are not called systematically at the end of their paid time off. "We have over 6,000 sailors with papers, whereas the CNAN doesn't need more than 1,600. It should be said that this figure is equal to one and a half times the capacity of the vessels, because of replacements during time [illegible]."

On the basis of this information it is obvious that only one quarter of the seafaring people have a chance to sail. The only way to give the people more satisfaction is to assure rotation by dividing up the number of days or months of activity.

In that way it is conceivable that each one would have a share of the working time. In reality there is no such division. Sailors are called up--in principle, at least--on the basis of their ability and conduct. These were the criteria outlined for us by those in charge. These criteria are disputed, with suspicion and frustration, by a great many seamen. "Embarkation, like the kind of vessel you're assigned to, like the kind of passage (long, short or coastal), is at the discretion of the head of outfitting," one of them told us. "It's a matter of pulling strings."

However much those who have embarked were called up on the basis of merit, there will always bee--at least while things are as they are now--colleagues who believe it was done for "other reasons." The truth probably lies somewhere in between the two attitudes. Deprived of work to which they have a right, seafarers feel frustrated. From there it is only one step to bringing accusations that are unsubtle and not founded on evidence. But, realizing our country's realities, we cannot be unaware of the damaging effect of nepotism. Some are said to be disadvantaged at all levels, while others, thanks to the support they receive, enjoy privileges.

Here is an example. Several weeks ago, a young officer told us, a seaman was made to land because of poor conduct, as a result of a report made by the captain of the "Hoggar." The grievance being what it was, the accused would have had to stay ashore for a long time while awaiting the decision of the disciplinary council. Not only was this not the case, but from another ship where he had gone back to work, the man in question hailed the captain of the "Hoggar" and gave him the victory sign. The news spread and the seaman in question is now considered by his colleagues to be one of those whom it is better to have on one's side.

The other grievance against CNAN services is poor reception for officers as well as for sailors. On payday, for example, everyone jostles everyone else, in bad weather, to get what is due him. According to the people we talked with, this situation denotes a lack of consideration for seafaring people. But there is something worse--a lack of security.

Seafaring People: are They Marginal?

Sailors and officers always collect several months' pay at one time. Which adds up to an amount of money that is quite attractive to the thieves who are never lacking in such a place. To the head of the outfitting department this port is not a "dangerous back alley," as some ports are believed to be. The risks of attack are very limited. According to him, the fact that the cashier's office is located in the interior of the port forces the potential attacker to run away after he commits his infamy and continue running for nearly a mile before he reaches the gate. In the meantime a simple radio call to the police blocks the exits. This discourages the crooks.

These reassuring words do not seem to have impressed those concerned. "The potential attacker may be waiting in a corner for you, unless he is following you," one of them told us. In response to the wishes of navigation personnel the CNAN seems to have asked the bank to take over payment. But the bank was already saturated with the many wage-earners it takes charge of. Because of this the seafaring people feel they are once again being "sacrificed." According to them, the fact that they

are constantly at sea is against them. In a matter of material or social advantage, such as day nurseries or vacation colonies, it is always the people who work on shore who get the benefit, they complain. A union for seafaring people? One exists, but again, the absence of sailors on shore means that someone decides in their behalf, and sometimes without their knowledge. It is in fact hard to bring everyone together for a workers' general assembly, because it is impossible to assemble the whole CNAN fleet in one place on one day. There is not even a liaison bulletin to inform the workers.

It also comes as no great surprise to an officer when he learns, in front of us, that the CNAN has an equestrian club for its personnel!

At present, seafaring people generally live in a marginal atmosphere. They feel they are "leftovers." There is no lack of examples to illustrate that contention. Why is the sailor left to live in a permanent free-lance condition? This situation of job uncertainty contributes greatly to making the sailor aggressive, when he does not abandon the profession altogether. Why have dockers been made permanent employees, and not sailors? One of them told us.

According to our investigation it rightly seems that making permanent employees of the dockers has not yielded the expected results in terms of profit. If the demand for job security for every worker is legitimate, should not wages be closely tied to productivity? The sailor is bitter about not having the benefit of an advantage that is recognized for the others. This is all the more true because he cannot be accused of idleness. In fact, as long as he is on board, whether he is a member of the crew or the hotel service, he occupies a well-defined station which he can neglect only at the risk of upsetting the entire movement of the ship.

What is questionable to the seafaring people is their situation once they are ashore. Whose fault is it if they are not called up immediately after their legal time off? If they are not, do they not have the right to receive their wages? It would be another matter of the interested party, when he was called up, failed to answer the call of his employer organization. When the seaman is not at the rendezvous on board, unless there is plausible justification for his absence the company is entitled to begin instantly the procedure for unjustified absence or abandoning his station.

Delay in Granting Papers

When we met with Gasmi Mohamed, who is in charge of the hotel service, he mentioned the delay in delivering papers entitling successful candidates to go aboard. This document, which is the equivalent of a driver's license for a motorist, is delivered by virtue of a sailor's registration. As an example of delays, Mr Gasmi gave a random list of names of persons who have been waiting months (since 20 May). Now these men cannot be hired without papers, and yet the service leaves something to be desired because of its shortage of personnel.

Although there are many more applicants than there are jobs as seamen and other crew members, it is quite otherwise for the hotel service.

In this sector, in fact, the CNAN is in direct competition with the demand ashore. In our time, because of the country's socio-economic growth, the owner of the poorest restaurant can offer a cook whose competence is very average a more advantageous wage than the CNAN can. The demand in national companies (for their canteens, etc.) cannot help but increase the tension.

At the beginning of this article we mentioned the case of the "victory sign" seaman who re-embarked immediately after having been landed for a serious offense by the captain of the "Hoggar." This does not mean that there are no disciplinary measures. The head of the hotel service has always been desirous of having meetings, even the most frequent meetings, of the discliplinary council. In fact, a seaman may be suspended for a minor offense, deserving at the most eight to ten days' dismissal. He may even have been "whitewashed" after his dossier was studied by the council. But if eight months go by between the day he is landed as a result of his suspension and the day the disciplinary council meets, that many monthly salary payments will be lost by the accused, who in the end will have suffered a penalty (eight months' suspension) out of proportion to his offense.

Discipline, especially at sea, is of prime importance. Every offense must be penalized. But every penalty must be amply justified. As it happens, disciplinary measures are being contested by crew members.

Cooperation Questioned

As an example, we were told of the case of the "Gara Djebilet" in Annaba in 1979. The chief engineer, Sid Ali, had on many occasions called the attention of the technical officers to the condition of the engines. A generating unit on three of them was operating falteringly. Faced with danger to the ship and its crew, the chief engineer refused to give the order to get under way. In reprisal, a replacement for him was sent by plane, whereas such methods were forbidden by international rules. The captain could have refused to accept the new arrival, but the captain was a foreign cooperant who apparently did not think it would be useful to show solidarity with his Algerian officer, lest his superiors "think badly of him."

Sid Ali was landed for infraction of discipline, but the news must have spread, because his colleagues did not fail to tell us the story.

It should be said that if he had bowed his head and said "yes" and an accident had happened at sea, he would have been heavily penalized, and rightly so, for not having refused to depart, under the minimum security required by the rules of navigation.

As a group, the foreign captains and other officers who work for the CNAN are very highly respected by their Algerian colleagues. The captain of the "Hoggar" was foreign and the seaman was Algerian. This did not prevent the Algerian officers from defending their foreign colleague, simply for reasons of principle. The same reasons of principle are leading the officers we met to utter a great deal of criticism of foreign cooperation in its present form.

It is well known that the cooperant is paid two or three times as much as his Algerian colleague with equal competence--and in foreign currency. According to those we talked with, Algerian officers are not promoted as rapidly as the situation requires.

It has even been known to happen that men claiming to be officers have presented false certificates from Liberia in order to get themselves hired at the CNAN, and have been paid for three months for skills they did not have. Obviously, this is a most exceptional, but instructive case.

The accusation that the CNAN management does not provide rapid promotion of officers who are nationals seems to us convincing in light of the average age of such

officers. Only in the CNAN does one find captains under 35 being responsible for vessels worth 15,000,000,000 to 20,000,000 centimes. This youthfulness gives our company a certain advantage in the way of dynamism, etc. But at a time when President Chadli Bendjedid is justifiably emphasizing the maximum Algerianization of professionals and the use of foreign assistance only in cases of force majeure, the CNAN, following the example of other national companies, must obviously make an effort in this area. This is all the more necessary because malevolent voices are being raised here and there to assert that "some people are in the business of cooperating in connivance."

It takes many years to train an officer, and even more years to train a captain. This may be an additional reason for being careful to make their job so agreeable that they will have no desire to work anywhere else than at sea, and on Algerian ships. But at the present time officers trained by the CNAN are serving on vessels belonging to companies outside the country. Other officers, after expensive training, are occupying positions ashore--in Algiers, even with privately-owned companies. The advantages offered our marine officers correspond only to their special situations.

[18 Dec 80 p 4: "5. The Merchant Marine. a Whole Program"]

> [Text] Underpaid, held in low esteem, at least these are words used by nearly all of the sailors and officers we met in the course of this investigation of the world of the Merchant Marine.
>
> One question arises, then: Why are there still so many men practising a profession that is not very safe--even dangerous at times? Do love of the work and a taste for adventure in themselves explain this attachment? The discontented seafaring people do not even have the excuse of unemployment to explain their dedication to their profession. There is no lack of work ashore.

In reality, in our opinion, the pessimism exhibited comes quite simply from a desire to live better. Is there any activity sector in which the workers answer "We are well paid"? The other cause is the fact that seafaring people travel. On their voyages to foreign ports they recall especially the examples they see of colleagues who are relatively well paid. This is true of seafaring people in France, a country they often refer to. When we broached the subject with a captain of French nationality who works for the CNAN, he replied with a melancholy air that "soon there would be no sailors left in France." There was a whole program in that reply.

Seafaring people are not the only ones to make comparisons with the situation that has prevailed in developed countries for eons. The difference that sets them apart stems from the fact that the sailor travels, looks around, touches; hence, more demands and the constant tendency to minimize his own country. He protests and makes demands, but he is ignorant of his country's realities. Also, he remains in his position in the branch he has chosen. To improve his income, he turns to the system of "fixing." Coming and going between Algeria and any European country is not without interest for one who seeks to make a profit. On passenger ships the tendency to solicit people who might exchange dinars for convertible currency is well known, though it is forbidden.

On our crossing to Marseilles we overheard Mr X, from the Setif area, promising a little money to a member of the crew. We do not know the amount or the conditions of the exchange. What we did notice, though, was the excessive courtesy, verging on servility, shown by the crew member to the passenger. Mr X informed us later that he was an "importer of vehicles." At our show of surprise he explained. "I buy residence cards for 10,000 to 15,000 dinars--it depends--, payable in Algeria. With the card the resident is entitled to two vehicles. The problem of foreign currency? It isn't unsolvable when there are collection networks these days for professionals. And then," he said, "my cousin is building a villa for someone in Sour El Ghoglane. I pay the money and get reimbursed in France." Next year the same person is going to sell his hotel and restaurant in the Parisian area and Mr X expects to buy it--with dinars, obviously.

Our interlocutor was taking a 304 to Marseilles, with the announced intention of changing its engine. He expected to return in a week on the "Liberty" with a Saviem.

Although professionals in every kind of traffic always manage to procure as much foreign currency as they want, it is completely different for the sailor or the average citizen.

The New Mentality and Little Deals

For sailors, when foreign currency sources are completely dried up there remains the advance. Every month the seaman receives 420 DA in foreign currency, in the form of an advance. This advance is meant to make our nationals feel at ease when they go ashore in foreign ports. It is a way of saving the seaman from temptations that would be detrimental to him, to the CNAN and to the country.

According to former sailors this formula does not solve the problem 100 percent, but it does limit the damage.

According to the people in charge at the CNAN, that organization has cleaned up the ranks of the seafaring people as rapidly as possible, to eliminate all "braggarts" and maintain a new mentality better suited to the profile of an Algerian national.

The overwhelming majority of CNAN men are much more concerned with shopping than with spending all their time in a bar. In principle, the purchases are intended for members of the sailor's families. But everyone knows that what is going on is illicit trade, which is more or less tolerated. This trade is all the more tempting because there is a considerable difference in price between our country and Europe. One example: bars of FA [expansion unknown] soap for which we paid 360 lire in Italy are 180 centimes, worth 25 DA at home! Clogs and other footwear items selling for between 10 and 20 French francs cost 150 to 250 DA at home. This is obviously a black market. But who does not know of a black market? Is there any city of over 100,000 inhabitants that does not have a neighborhood, an alley, where these products are sold--illicitly of course, but in full view of everyone?

So it is very natural for the seaman to capitalize on his 420 DA in foreign currency (620 DA for officers). That amount will be worth at least five times as much.

The trade is so lucrative that one of the managers asserted that 'some people live mostly on this well-established traffic," and added, "Sometimes they have just come from collecting their pay."

Loyal and good customers end up locating a merchant in European cities who gives them special prices, while here, to avoid the hawkers, they go to sellers who agree to anything, for a price set by friendly agreement. Little by little an entire parallel infrastructure is woven in a world apart, from the collector of foreign currency to the neighborhood sellers. But, people, say, what are the customs officers and police doing about all of this?

In principle the seaman is not even entitled to the legal minimum, as is the case for other voyagers. A customs agent told us that even for the passenger it is a matter of tolerance rather than a right. "Imagine hundreds of men entering Algiers several times a month, bringing in each time a bottle of whiskey and a carton of cigarettes." For his part, a seaman obviously protests the discrimination against seafaring people. According to him, "If I bring my foreign currency with me on my return and they find it, they confiscate it and I can go to prison. By forbidding me to bring gifts to my children they are indirectly forcing me to go and blow it up in the bistros and squander that money," he said.

In practice the interdictions do not seem to be effective. The fact that sailors are paid by the month makes them very vulnerable prey. Constantly being solicited by all [words omitted]. If they do not, they are subject to reprisals that they prefer to avoid. Woe unto him who is blacklisted. Realism is required if one is to be left in peace. Every seaman tries very hard to maintain his friendships in certain services. "Their conditions are worse than ours. So if I can do a small favor for one of them, it's a pleasure," a sailor told us. In everyday life there is rarely a problem between the sailor and the men in charge of surveillance. A tacit understanding, based on common interest, means that each gets something out of the relationship. This wisdom seems to us to be all the more justified because the solution to the country's real problems lies elsewhere.

Seafaring People and Surveillance Agents: an Entente Cordiale

The problems of the customs officers, for example, are notorious. They practise a most thankless profession and their mission is to protect the country's interests, while some of them do not even have lodgings. This should not make us think that no one in this sector is making ends meet.

There is the example of agents who board merchant or passenger ships to seal off the shop or cellar (see Part 1), and check to see that there is nothing illicit on the ship. As in all parts of the world, custom decrees that the captain of a ship that is berthed in a port always keeps some articles for the customs officers.

Be that as it may, the black market and every imaginable traffic are the end result of the rarity of these products. Better availability of products demanded by the consumer on the national market, even at high prices, would remove from illicit trade its raison d'etre.

Such a measure could earn considerable profit for the government--profit that now goes into the pockets of small- or large-scale speculators.

Politically, the high prices of products imported by the government would be neither good nor bad in themselves. In fact, if the national income is distributed equitably on the basis of the "to each according to his labor" principle, in a system in which each cannot live except by his labor, high prices for imported products would limit their consumption. If, on the other hand, the national income is distributed anarchically, allowing some to get rich at a great rate and others to live meagerly,

the high prices of products on sale would strengthen the barrier between the two classes of the population and point up that reality.

The present development of this parallel market is amply explained by the social problems endured by any sector of the country. But by dint of repetition some conduct becomes part of our normal practice and ends up by appearing to be normal, as happened with baksheesh in certain Oriental countries. How could such things even be regulated when the causes that engendered the evil, the habits acquired, would be likely to be implanted here for a long time to come?

If the hotel service is shorthanded because of the heavy demand ashore, it is quite otherwise for seamen. As we said before, fewer than one quarter of those who have papers embark. The rest "spend their lives" waiting. Some are hired elsewhere, even while they continue to hope that the CNAN will call them. Despite this saturation, there are always a great many applicants for the maritime registration document. Delivery of these papers now seems to be subject to harsher conditions than in the past. But that is not all. It is important to limit the number of seafaring people to the number of positions available in the Merchant Marine. Short of canceling documents already in circulation, it may be possible to solve the problem by making permanent employees of those who are considered suitable for a given position. A base wage should be kept to a strict minimum; the most important component should be linked to production. This payment system would without a doubt contribute to stimulating effort.

For seafaring people with permanent status, social measures must be taken for their benefit in such a way as to encourage them in their work. This is true of payment for sick leave or occupational accidents. The problem of retirement for sailors should also be given attention. On one of the ships we took we met a sailor, Rouidi Hacene from Jijel, 58 years old. He was in the Merchant Marine for 42 years. Although he retired three years ago, he is continuing to work on board, under the HS (Outside Service). This brings up the question of his having had two jobs. In his case it affects his pay, because he retired without making contributions. "What can you do, when you only get 510 DA a month in retirement pension and I have 11 children, all of them young?" For Bourbia Mustapha, the bosco the "Hoggar," the most serious aspect of retirement is that "we understand absolutely nothing. The ill informed sailor worries about his future," he said. "Isn't that natural?"

By offering reasonable treatment in harmony with the future national salary scale, the CNAN will be in a position to impose the indispensable discipline that must prevail aboard every vessel that flies its flag. The sailor who in the beginning is selected from among other applicants and who makes a decent living will be much less inclined to commit any unprincipled action.

To Algerianize the CNAN

If it makes good sense to impose observance of regulations, fear of losing a valued position can also contribute, regardless of what demagogues are saying. Reception conditions for the sailor should also be improved as rapidly as possible, because respect for seafaring people is also respect for the company that employs them.

The permanently employed sailor, on his arrival in port, will be entitled to go to the offices to ascertain the location of his next assignment by looking at a chart or in his file. On the other hand, disturbing elements would no longer wander

[illegible] in front of the outfitting offices under the pretext of having papers [illegible] of some individuals is all the more regrettable because it is a re[illegible] the behavior of some dockers in former times. That is to say, those who swaggered and made others do the work, aided by vouchers they procured through ac[illegible] employees in the offices. And again, making them permanent does not mean paying them by the month for doing nothing.

[illegible] harmful rumors running through the seafaring people about nepotism and other forms of corruption, recruitment like advancement must be strictly con[illegible] by a representative commission enjoying the confidence of all. The same is true of assignment. In our opinion, a formula must be found for eliminating any arguments on this score. We have learned, in fact, that vessels were being appraised differently, depending on their condition and sometimes also on the officers who command them. There are seamen who love a long run, whereas others prefer coastal navigation, which allows them to be fairly close to home. To perform this task well the CNAN will have to work in close association with a labor union representing seafaring people.

Until [illegible] there were apprenticeship schools for sailors, notably in Bejaia and [illegible]. Recruiting is now done on the job or in the fishing sector. Considering the price of fish, it is easy to imagine what is happening.

It is entirely different for officers. In theory they must graduate from the [illegible] Institute and get their certificates by doing practical work aboard ships. But with every passing year access to the Institute becomes more difficult, and the time at sea lengthens.

Quality is certainly indispensable, especially if our company is not to be dependent upon foreign cooperation, even from friendly countries.

But quantity is not incompatible with quality. Let us not forget that the vessels are increasingly sophisticated and that each one costs 10,000,000,000 to 20,000,000,000 centimes. It is not without pride that we are seeing young Algerian captains commanding them. This is a heavy responsibility which is admirably carried by our officers. Let us not forget that they sail all over the world.

As we were writing this article, Algerian officers and sailors rescued an oil tanker loaded with 70,000 tons of naphtha. After a fire broke out on board the crew left the ship. Thanks to the intervention of CNAN units the fire was brought under control and the tanker was towed to the harbor at Annaba.

Every day, by their dynamism, the seafaring people demonstrate that they can be dependent on. They are worthy descendants of the sailors who over a century ago were constantly sailing the seas and protecting the Mediterranean from foreign covetousness.

[19 Dec 80 p 2. "The General Manager: 'What Interests us is our Competitiveness With Other Companies'"]

[Interview with the general manager of the CNAN, by Mohamed Araodiou; name of general manager, date and location of interview not given]

[Text] To conclude our reportage on the Merchant Marine, the general manager of the CNAN answers questions we asked

him, questions being asked by each and everyone at his own level, that take on a special depth at a time when an exceptional effort is being made to gain better control of the organization and financial standards of giant companies like the CNAN and many others.

[Question] At a time when great efforts are being made to avoid "gigantism" in our national companies, what in your opinion, Mr General Manager, is the future of the CNAN? Are we heading for increased concentration, even decentralization?

[Answer] Before I came here I had been asked by the ministry to go ahead with a restructuring of the CNAN. Naturally that action was conducted with the participation of the CNAN staff. The restructuring concerns with two sections, organization and financing. For the organization part, we initially submitted our conclusions to the party's restructuring committee, chaired by Mr Mazouzi. Then we filed the dossier with the general secretariat of the government, with the Planning and National Development Ministry and the Finance Ministry.

It should be said that in the area of financial restructuring the conditions set up at the CNAN when its transportation units were acquired were quite Draconian. The OECD [Organization for Economic Cooperation and Development]-type credits don't last as long as the lifetime of a ship, and the CNAN has to resort to revolving credits.

It happens that governments everywhere else in the world subsidize their transportation organizations, especially their merchant marines. These subsidies are of various kinds and take different forms. They are given freely at the time the ships are commissioned and sometimes, though not very often, they are given in another form to enable the shipowner to offer competitive transportation conditions, or even tax relief, or they may be pure and simply annual subsidies. Do you know that in the United States, which is essentially a market economy country, shipbuilding is 40 percent subsidized?

In France the government plays with the reimbursement period, lengthening or contracting it, depending on the economic situation. This is expressed by an elastic reimbursement period. To get back to the CNAN, I must say that its interests are divergent from the interests of the national economy If the CNAN is to make its maritime transportation activity profitable, it will be done at the expense of the national economy. In fact, the CNAN handles only 13 percent of the foreign trade, 25 percent with the aid of chartered vessels. This means that 75 percent of this transportation is carried on by foreign shipowners.

In the interests of the national economy the CNAN, to its detriment, has to maintain "low" freight tariffs; it loses, but the national economy will lose less, by paying "low," in foreign currency, for the 75 percent of the transportation provided by foreign shipowners.

To get back to the organizational restructuring, until governmental decisions are taken new reorganization is going to be going on constantly in the CNAN, with the development, under the authority of a board, of autonomous operational managements, which will completely embrace all specific kinds of activity, such as transporting general merchandise, passengers and hydrocarbons, port activities; these managements will have their own personnel, accounting departments, general means, etc., and once decisions are taken can set themselves up as companies. The board, for its

part, having the responsibility for design, orientation, planning, coordination, control and approval.

[Question] Mr General Manager, you are believed to have a monopoly on all freight. But our investigation revealed that this isn't the case. What do you think of this situation?

[Answer] The CNAN has a monopoly on consignment, brokerage, chartering and towing. That's all. A national company can import merchandise CIF [cost, insurance and freight], that is to say, payable at Algiers piers. This means that in such a case the supplier has to take care of the maritime transportation, insurance, handling, etc. As you can see, the CNAN has no monopoly that we can't demand elsewhere. What interests us is competitiveness with other companies. What we want is to have the CNAN participate in the import programs of national companies and obtain the right to be present when the transportation clause in the CIF contract is discussed. If our company has sufficient capacity, it pledges to provide the freight for the imported product, under competitive conditions; if it doesn't have sufficient capacity it withdraws, but could at the same time furnish assistance to the national companies in the form of advice.

[Question] Some of sailing staff think that foreign cooperation could be kept to a strict minimum on the condition that a more dynamic internal promotion policy be conducted. What is your point of view on that subject?

[Answer] The experience of Air Algerie can serve as a reference. Training began in that company in 1965. Today it has 350 Algerian staff members, as opposed to only 30 foreigners, while at Royal Air Maroc, which is older, 50 percent of the staff are foreigners. The training is conducted according to the standards and in conformity with international regulations.

The CNAN got a late start with training. The result is that 80 percent of its navigation staff are foreigners. At the present time we have barely 22 Algerian captains and 12 chief engineers. The Institute itself didn't open its doors until 1973.

It should also be made clear that training a marine captain required--depending on the individual case--8 to 10 years, while it only takes 2 or 3 years to build a ship. So even if the CNAN was developing with the speed of lightning, applicants for the profession of merchant marine officers would not be breaking the doors down.

Efforts have certainly been made, but you can be sure we'll do our utmost to Algerianize the staffing of our company. One of the determing conditions in this area is not to have any complex.

When it was announced at Air Algerie that the captain was Algerian, this was something to worry about, in the early days. Today the same announcement has become a reassuring factor. I believe that to accelerate the training process a regulation should be adopted that would inspire other countries--except France, because in that country the reality is different from ours. Down there they have harbor saturation, hence many curbs on promotion have been put in place. Here the situation is the reverse. The profession should also be made more attractive, to attract as many applicants as possible to the field of navigation.

I can assure you here and now that there will be no more new recruiting of foreign cooperants, enough nationals will have to be trained to close up the deficit and enable outfitting to meet future acquisitions.

[Question] Do you think the day is coming soon when seafaring people will enjoy a more advantageous status than their present situation, which is free-lance?

[Answer] The company's services have already studied the question, in association of course with representatives of the seafarers' union. The supervising ministry (Transportation) dispatched a study and information mission to socialist as well as Western countries. A draft statute is being drawn up. When it is completed it will be submitted to the appropriate authorities for amendment and if necessary adoption. The contents of this document are certainly not limited to the wage problem. It takes into account the company's obligations to its personnel, but at the same time it takes its needs into account as well.

In fact, it's hard for navigation personnel to leave for four months at sea, far from their families, if they don't have the assurance that the families will be free from want. So efforts will be made in the area of building towns, nurseries, consumers' cooperatives, etc.

Also, the draft statute is to draw up a training plan and a career plan geared to age, officers' experience in various kinds of navigation and the seas and oceans frequented; the duties and responsibilities of a navigating officer are not the same on a traditional ship, a Ro-Ro, an oil tanker, a liquefied gas tanker or a car ferry. The car ferry is generally considered to be reserved for officers who are at the end of their careers.

For sailors currently being recruited from among holders of paper issued by governorate transportation boards, a program is going to be put in place with the help of the ISM [expansion unknown]. This training will be given official sanction with a certificate of fitness for navigation. In the future, no one but holders of that certificate will be able to sail on CNAN vessels.

[Question] Mr General Manager, officers and sailors often complain that they are paid in circumstances that leave much to be desired.

[Answer] Instructions have been given that seafaring people are to have a CCP [postal checking account].

[Question] Our ship chandler in Marseilles was the subject of arguments. Doubts are being expressed on the subject of the quality of the provisioning service. Many sailors and officers are even wondering if it is being competitive for him to have held onto the CNAN market since 1973.

[Answer] That's a fact that can be disturbing. It is well known that once a ship docks the captain is assiled by four, five or even more ship chandler representatives. In the case of Marseilles, only one seems to have the monopoly. This may be a good thing, who knows?

For my part, I have already sent a company executive on a mission to study, on the spot in France, the saturation of the market, identify the main ship chandlers, get to know their representatives, their audience, their financial base, their influence,

etc. This prospecting mission should make it possible to select a number of partners with whom we would conclude transactions, obviously within the regulations in force.

These would be annual contracts, or they would be valid for two or more years. It depends on the situation, because it is also conceivable that a partner might be hesitant to present favorable conditions for the deals, knowing that they might be valid for only one or two years. It all depends on the interests of the CNAN, and on the board not being the only ones to evaluate that interest.

[Question] Mr General Manager, our ships are provisioned with alcohol and cigarettes by agents who deliver these products sparingly. Don't you envisage creating a warehouse in Algiers, even under the aegis of Customs, that would enable the CNAN to call for bids and directly purchase production factories at advantageous prices?

[Answer] We have already studied the matter. A letter along those lines has already been sent to the Transportation Ministry, which in turn will ask for the support of the Commerce Ministry.

[Question] A very important sector for the economy as well as from the strategic point of view is still being ignored by shipping leaders. It is ship repair. It is claimed that an inter-Arab organization (OPAEP) [expansion unknown] is holding a plan for creating such a shipyard in Algeria. In your opinion, why has nothing been done in this area?

[Answer] OPEC had studied that question. As the first phase it decided to install a ship repair yard at Bahrein. The study was entrusted to an English engineering company, which was to choose the locations in various Arab countries that were applying.

The second plan to be studied at the same company opted for Algeria. It should be made clear that our country formerly had a shipbuilding yard at Mers-El-Kebir. The English company was therefore supposed to take into account the experience of the shipbuilding yard (Mers-El-Kebir) in choosing the site for the ship repair yard. The final study will be submitted to the delegates at the next conference, which is currently [word omitted] because of the Iran-Iraq conflict.

As a matter of fact, ship repair is causing a real hemorrhage of foreign currency for our country. Twelve billion per year. That has to stop. While awaiting completion of the Mers-El-Kebir project, the CNAN is already making provisions to provide Algeria with the maximum repairs possible with the available means. In this area a gigantic effort will have to be made in the shortest possible time. The program to be perfected will be realized with the participation of the National Shipbuilding Office.

It will require total commitment from everyone. At present, Algerians at Dar-El Beida are reparing Boeing 737's when they break down. One can envisage some ship repairs, or some of the work at least, being done on the spot, even here in Algeria. You have to have confidence in the national professionals and put them in charge. Of course foreign technical assistance is useful, and may be necessary. It will be requested. And the highest priority is given to shipyard [illegible] under CNAN orders, to help the Algerian technicians maintain and repair, in Algeria, ships that were purchased elsewhere. There is no reason this new formula shouldn't work. And

at the training level, national potential will be optimally utilized at the expense of foreign training.

The CNAN will ask for engineers who are graduates of the National Polytechnic School and specialized institutions, who will receive their indispensable supplementary training on the job.

In this way the approaching creation of a mechanical engineering institute in Algeria turns out to be welcome here and now. For its part, the CNAN has decided to limit, if not forbid, the sending of students abroad, because the training they are receiving isn't responsive to our needs, and they have real problems adapting when they return.

In any case, maintenance costs should be lowered as soon as possible, because how can we justify the existence of a national outfitting service that is supposed to being about foreign currency savings for the state, if the purchase of ships, their repair and maintenance, provisioning and payment of general staff is carried out in strong currency?

[Question] To conclude, Mr General Manager, a word on the problem of your company's environment. The unloading problem, for example?

[Answer] It is unique in the world for a ship to remain at the wharf 10 to 15 days to be unloaded. Instead of 40 trips a year, our ships are making 10. That seems serious to me. Extreme emergency measures will have to be taken in this area.

[Question] And the port infrastructure?

[Answer] What seems an anomaly to me is that Air Algerie or the CNAN are dependent on the Transportation and Fishing Ministries, while development is dependent on another ministry, in this case Public Works.

For the CNAN the following question arises: must the infrastructure adapt to the needs of the transportation company, or must the CNAN adapt to the infrastructure situation?

8946
CSO: 4400

CAMPAIGN TRENDS, MAKE UP OF NEW ASSEMBLY DISCUSSED

Paris AL-MUSTAQBAL in Arabic 3 Jan 81 p 17

[Article by Najib 'Abd-al-Hadi: "Kuwait: A Fierce Election Battle Into Which New Faces Are Plunging"]

[Text] Kuwait has begun to prepare to elect a new National Assembly, and the local press has begun to discuss the candidates of the electoral districts, whose number has jumped from 10 to 25, in accordance with the new law. Publication of their names reveals that the number of candidates will be higher than expected. Furthermore, according to all indications, the competition for membership in the assembly will be fierce, especially since we know that a large number of the candidates are millionaires, people with enormous economic influence, meaning that some wealthy people will resort to building their campaigns with huge sums of money, most of which may go to buying votes to ensure victory. Some Kuwaiti sources believe that vote buying will be conspicuous and easy in the upcoming elections, with much money spent, especially since in all districts efforts will be focused on the choice of two assembly members, rather than five, as was the case before the electoral districts were re-drawn. These sources say that there are wealthy candidates who have allotted more than a million Kuwaiti dinars for their campaigns.

There are those who think that the Kuwaiti election battle, which will begin on 23 February, will result in the emergence of new faces entering the assembly for the first time, and that these faces will have predominately tribal affiliations, for it is expected that a very high percentage of the assembly members will be tribesmen or clansmen, that is, perhaps more than half of the 50 members. Less than one-half will be from the capital and its environs which encompass the sedentary population. If this expectation is correct, it will mean an essential shift in parliamentary life in one of the richest Arab countries, and the most democratic one. Also, the upcoming assembly will try to avoid negativism in dealing with the legislative authorities, fearing a repetition of the bad experience which led to the suspension of parliamentary life for 4 years.

Some parliamentary analysts say that the new distribution of electoral districts has imposed a new reality, and that as a result, the opportunity will pass some former representatives by, leaving them out of the new assembly. Some of these

analysts expect that there will be a decrease in the number of opposition members represented by the bloc of Dr Ahmad al-Khatib, a supporter of the Popular Front for the Liberation of Palestine (George Habash--formerly the Arab Nationalist Movement). This reality will come about, leaving out other elements that had weight and influence in previous assemblies, too.

From observation of the activities of some of the parties, it is clear that the assembly will include more than one extremist political current. One of these will be the religious current, which will inevitably be in conflict with the nationalist current. It is feared that this will make the assembly an arena for conflict between opposing currents.

The government is currently in the process of thoroughly canvassing the electoral districts to ascertain the nature of the [election] battle and to get a true picture of the opposing forces. In addition, the Interior Ministry is engaged in drawing up plans for security and taking measures necessary for the election battle, which is expected to be animated, but peaceful, especially since the government will be neutral in the battle, although--as is the case with every parliamentary government in the world--it prefers some candidates to others.

Shaykh Nawwaf al-Ahmad al-Jabir al-Sabah, Kuwaiti minister of interior told AL-MUSTAQBAL: "We hope that the past 4 years have granted the people of Kuwait the opportunity to ponder, study, analyze and plan, and we hope that our past experience has taught us how to preserve the democratic attainments handed down to us from generation to generation, and that we will work against exposing them to disruption and reversal.

It is believed that more than 300 candidates from the electoral districts will be competing for 50 seats and that some of the candidates will be present and former ministers and former representatives, including a large number of well-qualified, progressive and educated young men, such as Kuwait University professors, university graduates and people with high academic qualifications.

A decree set the nomination process to begin on 23 January, and the election has been scheduled for 23 February, so that the call to open the regular session of the assembly can be made before the end of February, as well.

CSO: 4802

DISADVANTAGES OF STERLING PAYMENTS

Kuwait AL-QABAS in Arabic 23 Oct 80 p 15

[Text] In an interview with Al-QABAS, reliable sources denied that Kuwait would accept payment of a part of its oil returns in the pound sterling (strong at present) instead of the US dollar (the unrestricted international currency by which the cost of oil shipments is paid). The sources said that it is not in the interest of Kuwait to accept sterling for oil payments because it is a currency which is considerably exposed to rise and decline, and oil payments cannot be based, even in part, on a currency of this sort--exposed to great rises and declines. Furthermore, there do not exist enough pounds in the world to cover the cost of oil shipments. The sources said that, by merely resorting to using sterling as an acceptable currency for oil payments, it would guarantee the raising of the value of the pound considerably. At that point, the countries exporting oil will lose the economic benefit from it, as these countries find themselves receiving fewer pounds in return for quantities of oil. Whereas in return for these, they could receive a certain amount of dollars which would equal more pounds sterling when converted through free exchange activities, without being tied to oil deals. The sources said that accepting sterling as a currency for oil payments, no matter how strong the pound may have become, means that the responsible agencies must form a monetary administration to follow the rate of the pound against the US dollar and other currencies on the world exchange. These sources said that the expansion or creation of monetary agencies to follow the rates of the dollar and the pound worldwide is burdensome and requires expertise. Indeed, it is an unjustifiable operation. In addition, the pound sterling itself it enjoys the same stability that dollar enjoys; the proportion of fluctuation of the rate of the US dollar is in conformity with certain anticipated limits most of the time, neither rising nor falling more than a few Kuwaiti fils. But as for the pound sterling, its rate of fluctuation is great, and it is probably that the range of increase or devaluation would be wider, sometimes reaching tens of Kuwaiti fils. Likewise, the British economic situation bears many question marks: unemployment, labor strikes, inflation, and the rise in the worth of the pound sterling itself worldwide--all of these are factors not to the advantage of the pound at the international level. In consequence, the pound's fortune in maintaining oil payments will be slight, or at least not such that some observers can optimistically see the possibility of its regaining something of its former glory.

BRIEFS

SEISMIC EXPLORATION ON BUBIYAN--AL-QABAS has learned that Kuwait is moving towards undertaking seismicexploration and geophysical sweeping operations on Bubiyan Island and carrying out geological investigations on the island's soils in order to ascertain whether the soils or the surrounding waters contain crude oil. The operations and studies, which will be conducted after gaining assistance from one of the international specialist firms, will determine whether oil actually exists, in what amounts, and at what depths is it possible for it to gush, if it does exist within the island's soils or in its surrounding waters. It is recalled that the island's territory consists of coastal sands and swamps and contains deposits of deteriorated reef, within which are large quantities of quartze sands. The island is also considered to be rich in deposits of sediments consisting of alluvial muds and sands deposited by the rains. Bubiyan Island is situated in the waters of the Arabian Gulf near the shore. It is bordered on the north by Warbah Island; it is separated from the shore on the west by a narrow waterway called al-Salabiyah Inlet. The distance is short between the inlet and Bubiyan, which is sought out by hunters. The eastern side of the island stretches along the Arabian Gulf. Faylaka Island lies to the south of Bubiyan. The island, which lies north of Kuwait, is considered one of the largest Kuwaiti islands in area. There is bamboo in its interior. Its elevation above sea level is low. The area of the island is 200 sq mi and its northern portion is nearly entirely worthless swamp. North to south, the island is about 24 miles long, and it is about 13 miles wide. Its southern cape is called Ra's al-Burshah. Separating it from al-Faw is 'Abdallah Inlet. On the north of Bubiyan are semi-obliterated rivers and two inlets, Malh and Akhr Kabir. [Text] [Kuwait AL-QABAS in Arabic 14 Oct 80 p 17] 9614

LONDON LOAN DEAL--The Kuwaiti Trade, Contracts, and Foreign Investments Company announced yesterday that it was assisting the Orion Bank in London in administering a loan of $25 million for the benefit of the Turbo Company, a Canadian firm. The loan carries a high rate of interest and (for the first time) 12.5 percent is to be paid every 6 months. The loan matures in 1990 at the rate of 100 percent. The bonds are convertible to shares after one year. They will be registered on either the London or the Luxembourg stock exchanges. The borrower is a Canadian company that undertakes drilling and excavation equipment. It carries out its activities in America and Canada. [Text] [Kuwait AL-QABAS in Arabic 17 Oct 80 p 15] 9614

INVESTMENT IN SPANISH COMPANY--A Kuwaiti organization, whose name was not disclosed, has set about purchasing the Ojoria-Uriguaytia Iron and Steel factory situation in

the town of Araya, in the northern Basque district of Alava. This deal is considered to be the first investment of Arab capital in the Alava region. This large deal is not like other commercial agreements, because the citizens of the Alava region view the Ojoria-Uriguaytia company with a great deal of respect and affection. In the middle of the last century, this company was the base from which every one of the iron and steel foundries in the region branched out. Ojoria-Uriguaytia was established in 1845. It engaged the largest furnaces used by this industry in Spain. In the year 1907, the company adopted its present name and introduced the first electric blast furnace known in Spain. It has been learned that the said Kuwaiti firm has opened an office in Madrid recently, and representing the company is a Palestinian, known in Spanish industrial circles to be the director-general of the Kuwaiti firm. Spanish sources have said that the purchase of the said factory is the first deal which this Kuwaiti organization will undertake in Spain and that this organization is right now engaging in negotiations in Spain over other commercial operations within the iron and steel industry sector. It appears that the aim of the Kuwaiti organization in purchasing the Ojoria-Uriguaytia iron and steel plant is to supply Kuwait with an exclusive source of iron and steel to the limit of what the country will import from abroad. Moreover, twelve participants own the said factory, and all of them are descendants of the family that founded the plants 135 years ago. It has been learned that Mr Jose Ojoria Itartia, the only shareholder residing in Alava, has at the present time become one of the most senior employees of the Kuwaiti organization as a "technical advisor." The Kuwaiti firm also assumes the responsibility of maintaining the 180 laborer who work at the plant, in their present positions. Furthermore, AL-QABAS tried to learn the nature of the Kuwaiti firm from the Kuwaiti Embassy in Madrid. However, a source in the Embassy declared that they have no knowledge of the existence of any deal such as this and pointed to the fact that the Spanish factory, Ojoria-Uriguaytia has been doing business with several Kuwaiti companies for years. [Text] [Kuwait AL-QABAS in Arabic 10 Oct 80 p 15] 9614

INVESTMENT PLANS IN SPAIN--Mr 'Abdallah al-Hamad, deputy minister of commerce, announced to AL-QABAS yesterday that economic discussions between Kuwait and Spain were held the day before yesterday at the ministry building. Attending it on the Spanish side were the undersecretary at the Spanish commerce ministry and several observers; on the Kuwaiti side it was attended by Messers 'Abdallah Hamad, the deputy minister of commerce and industry, Yusuf Ibrahim al-Ghanim of the Kuwait Chamber of Commerce and Industry, 'Abd al-Wahhab al-Timar of the Kuwait Trade, Contracts and Foreign Investments Company, Hamad al-Bahr from the Kuwait Investment Company, and Badr Fu'ad al-Badr of the International Investments Company. Mr al-Hamad said that the discussions focused on ways of developing economic relations between the two countries, the Kuwaiti side having offered to the Spanish side information in response to its inquiries. Mr al-Hamad explained that there was a discussion of matters related to the Kuwaiti investors in Spain and how to increase Kuwaiti investments there. On a related topic, Mr al-Hamad chaired a meeting yesterday of the receipts and services committee, where there took place a discussion of the demands of the citizens, amendments and a number of procedural matters. [Text] [Kuwait AL-QABAS in Arabic 28 Oct 80 p 15] 9614

CSO: 4802

NEGOTIATIONS UNDERWAY FOR NORTHWEST DOME DEVELOPMENT

Paris AN-NAHAR ARAB REPORT & MEMO in English 19 Jan 81 pp 6-7

[Text]

Negotiations on possible joint ventures to develop Qatar's huge North West Dome offshore gas field are being held with several foreign firms already operating in Qatar, it was announced in Doha last week. Dr Ali Mohammed Jaidah, Managing Director of the Qatar General Petroleum Company, said feasibility studies for development of the dome have been concluded and that total investment for the project might be as high as $4 billion, a figure that some observers believe is on the low side. Dr Jaidah, a former Secretary General of OPEC, said the costs of drilling, production, pipelines and other upstream activities were estimated at about $1.5 billion and a further $2 billion would be needed for a gas liquefaction plant and other onshore facilities. Dr Jaidah did not, however, mention the cost of LNG tankers needed to ship the gas to foreign markets. This, observers believe, could add as much as $3 billion to the development bill.

Dr Jaidah said eventual foreign partners in the venture would be allowed a 20 per cent participation in return for their share of development costs. Late last year, a West German consortium headed by the Wintershall oil company stated that it had put forward a $4.5 billion development scheme and Qatar has also held talks with Royal Dutch Shell (*An-Nahar Arab Report & MEMO*, December 8, 1980). About 20 per cent of the gas field lies in a concession held by Wintershall and the remainder is in an area where Shell is the operating company. French, American and Japanese firms have also expressed keen interest in developing the field.

Qatar, as this newsletter has stressed in the past, has adopted a cautious approach to development of the North West Dome, believed to be one of the world's largest fields, with reserves of more than 200 trillion cubic feet of gas. Even if a firm decision has now been taken to go ahead with development in the near future, it would seem unlikely that this policy of careful thought on the best way to go about the task will be abandoned.

One determining factor may be Qatar's own growing need for gas to provide fuel and feedstock for its steel, fertiliser and petrochemical industries as well as for electric power generation and water desalination. It is believed that Qatar will begin to run short of gas from other sources in the late 1980s and would need to tap the North West Dome for additional supplies to meet domestic demand.

The *Associated Press* quoted oil industry sources in Kuwait as saying that a feasibility study on the gas development project had been completed and that a techno-economic study would be ready by the end of this month.

Dr Jaidah dropped several hints as to Qatar's future policies in an interview with the daily *Gulf Times*. "We have started by completing the feasibility study and requesting offers from potential partners and consultants," Dr Jaidah said. "We are identifying basic policies and concepts and talking on joint operations and management. Our target is to deliver gas onshore for internal consumption and we hope to begin exports in a year or two."

Dr Jaidah said Qatar wanted to reduce its reliance on sales of crude oil. But he added that Qatar "does not intend to replace oil with gas as the main source of revenue – at least not in the initial stage. In the early stage we will export gas as a source of energy, but later we hope to utilise it for downstream petrochemical and other related activities."

CSO: 4820

NEW FIVE-YEAR PLAN (PART II)

London THE ARAB WORLD WEEKLY in English 9 Jan 81 pp 8-13

[Second and last part of a survey started in THE ARAB WORLD WEEKLY dated 20 December 1980 on Oman's new Five-Year Development Plan covering the period from 1981 to 1985]

[Text] Still a Land of Agricultural Promise

Oman is still a country of agricultural promise. The discovery of oil in commercial quantities in 1964 and the gradual development of copper mining since 1979 has added two major income generating sectors, but has not overshadowed the importance of agricultural production to Oman.

In agriculture and fisheries the Omani government has hopes of attaining self reliance in food and of even exporting some surplus crops. This principal twin-target can best be attained through the proper use of water resources, introducing better seed quality, elimination of crop diseases and assisting farmers in the distribution and marketing of food crops.

The Omani government has extensive farmer incentive programmes in operation. These include supplying modern farming equipment, conducting research and organising better marketing facilities.

The government also provides tractors, harrows, ploughs and assists in introducing irrigation techniques which include drip irrigation. Assessment of water resources potential for sustainable crop cultivation is a major concern for the Omani government. Farmer back-up services during cultivation that include water and soil analysis and improved seeds, plants, pesticides and agricultural machinery are provided at subsidised prices.

Government assistance to farmers extends further to marketing. Under Sultan Qaboos the Omani government is currently attempting to widen marketing channels for agricultural crops. Crops are largely of dates, limes, alfalfa, wheat, sorghum and onions.

A tradition of cattle rearing in Dhofar is being developed and scientific breeding methods are gradually being introduced. Improved strains of

cattle, sheep and goats are being developed by crossing local strains with animals imported especially from Europe, Africa and India and output of milk and meat is being developed.

Major agricultural projects undertaken in 1979 included the establishment of veterinary disease investigation laboratories in Rumais, animal quarantine stations at Seeb and Raysut, veterinary clinics at Jebel Dhofar and agricultural complexes at Salalah and Ibra to house the Regional Directorate and allied services. Other projects include a banana packaging plant at Salalah and drip irrigation projects at Salalah and Rumais.

Potential agricultural areas in Kamil and Wafi in Sharquiya were delineated and test drilling was conducted to determine the water potential for large-scale development. Spraying from the air to control the Dubas bug on dates was also carried out.

An UNESCO-aided agricultural school offering a three-year diploma course was also opened at Nizwa. Oman Sun Farms Company also started vegetable production with an annual target of about 2,000 tonnes of lettuce and a similar amount of green beans for export. Share capital of the company was recently increased to OR 500,000 from OR 200,000 and shares were offered to the public.

Egg production at the Oman Sun Farms Company is being increased to 50,000 eggs per day and broiler production at the National Livestock Company Farms will rise to 350,000 birds per year from the present 50,000.

Under the First Five Year Development Plan, 21 projects were recommended for implementation to develop the fisheries sector. The aim was to encourage fishermen to improve their traditional working methods and raise their standard of living and at the same time provide enough fish for domestic consumption and export.

Two integrated fishery complexes were established at Mutrah and Salalah cold stores were set up to keep the catch fresh for distribution in the local market and refrigerator trucks are being used to transport the fish.

Work continued in 1979 and 1980 on various projects to provide more shore facilities at Khashab, Masira Island and Buraimi as well as the marine workshop at Merbat. An additional 50 tonnes per day capacity ice plant, a mechanical workshop and a gear loft jetty are to be installed at the Mutrah complex. These projects are under construction and are due for completion early this year.

Finally the Omani government has provided about 1,650 marine engines and 500 aluminium boats to fishermen under the Fishermen Encouragement Fund. A major achievement in 1980 was the establishment of the Oman National Fishing Company. Further development of commercial fisheries will be entrusted to this and other such companies to encourage private investment in the fishing industry. The company will fish in Oman's rich coastal waters and will concentrate on exports.

In upgrading the infrastructure, the Omani government plans to construct container yards in each of the country's two main ports, Mina Qaboos and Mina Raysut; also planned are roads in the mountains of Dhofar, in the strategic Mussandam peninsula and in the capital, as well as speeding up work on the Nizwa-Thamarit highway.

Water supplies will be improved in Sur, Sohar, Buraimi and Nizwa, while another desalination unit will be added to the Al Ghubra water and electricity complex. Work will also begin to expand the Yibal natural gas pipeline to the Sohar copper project.

Success of the Omani government's development drive postulated the provision of an adequate communications network as an essential first step. There has been enormous growth in Oman's road network from the time when only 10 kilometres of asphalted road existed between Muscat and Bait al Falaj. The present network consists of 1,587 kms. of tarmac road and 12,151 kms, of graded road.

Seeb international airport, which started operation in 1973, was first expanded to cope with the larger number of passengers. One of its runways was extended in 1979 to 350 metres in length while new ancillary air navigation equipment was installed as part of a continuing effort to upgrade the airport's air traffic control and other air services.

Work is meanwhile underway to expand the airport's cargo handling facilities. Under construction is a huge building to accommodate cargo aircraft. It will be the biggest of its kind in the Middle East and the most modern in the Gulf. Two hangars for aircraft servicing and maintenance have also been completed. A comprehensive training programme has been launched to train Omani's for supervisory posts in aviation.

Improvements to the airport's meteorological observation service included installation of a new device for measuring cloud density and speed and direction of winds on the airport's runway.

Among last year's projects at Seeb airport are development of air movement control services and extension of passenger lounges. Among improvements to be made at the Sultanate's second airport at Salalah are the opening of a new air movement control centre, operating meteorological stations and creating new stations. Small airports for internal flights are to be built at Khashab abd Sur.

Mina Qaboos is the main port in Oman serving international and regional shipping. It began operations in 1973. Mina Qaboos has nine deep water berths sheltered by a breakwater on the one side and cliffs on the other. The port operates around the clock and has a full range of modern cargo handling and storage facilities. There is no congestion at Mina Qaboos. Ships can berth almost immediately on arrival. The shipper is also offered easy discharge and vessels may unload into modern storage areas. Containers and other roll-on-roll-off equipment add efficiency and speed to operations. A container yard will be added to the port which in 1978 handled 1.26 million tonnes of cargo.

Work to expand Mina Raysut in the south was due for completion last year. The port should be able to handle ships of up to 17,000 tonnes and tankers of up to 35,000 tonnes. Nearly 251,000 tonnes of cargo were unloaded from 202 ships which called at the port in 1978.

The Second Five-Year Development Plan

With appreciable results achieved under the first Five Year Development Plan the Second Plan will add further contribution to Oman's progress. The new plan has taken two years to prepare, during which a special government committee served to coordinate with all government ministries and agencies to ensure complete agreement on policies and priorities. These priorities were outlined as follows:

--The Plan has adopted an expanded programme to extend the regional network of government services and utilities. Priority has been given to regions with special geographic characteristics such as Mussandam Dhofar, the interior of Oman and other remote areas. These services and utilities include schools, health centres, roads, electricity and water supplies, as well as social, cultural and religious services.

--The new Plan assigns a high priority to developing water resources, agricultural resources and fisheries. OR 157 million were allocated for these sectors, including OR 22 million for maintenance and improvement of the Falaj system of underground irrigation conducts, wells and water canals. Also included is a sum of OR 43.5 million in government assistance to private sector agriculture, both in cash and in kind. The figure includes OR 19 million allocated for a new agriculture and fisheries bank which will be responsible for providing credit on concessional terms to both sectors.

--The new Plan aims to give a strong impetus to the private sector in agriculture, fisheries, mining and manufacturing. To achieve this purpose the new Plan has created a programme to provide financial assistance to the private sector. OR 135 million are earmarked for this programme, of which OR 16 million will be grants to small sized projects and the remaining OR 119 million will be interest free loans repayable over 20 years with five years grace period. In addition the plan allocates OR 20 million to the Housing Bank to increase its resources.

--The Plan allocates over OR 100 million for low cost housing in all regions of the Sultanate.

--The Plan allocates OR 344 million to the Ministry of Communications, of which OR 265 million are for new roads as well as to complete roads currently under construction. Also included is OR 30.5 million for the extension of the Qaboos harbour at Muscat.

--The Plan has adopted an expanded programme for telecommunications costing some OR 62.5 million.

--The Plan allocates OR 544 million for the government's share in expenditure on Petroleum Development Oman.

--The new Plan also allocates to all other ministries sums appreciably higher than the respective figures under the first plan.

GDP under the first plan exceeded the targeted figure. Between 1976 and 1978, GDP rose 23.3 per cent at market prices against a targeted growth of 9 per cent. The relatively small agriculture and fisheries sector registered a growth of 334.5 per cent, while manufacturing output quadrupled. The housing and construction sector grew by 20.5 per cent, transport and communications 41.3 per cent and water and electricity 345 per cent. Internal trade grew 87.5 per cent while the banking sector grew by 48 per cent.

In 1979 GDP in Oman rose sharply as Oman doubled the price of its crude oil to 28.2 dollars a barrel, in line with world oil prices increases. The trade surplus reached a record OR 309.8 million, 172 per cent higher than the surplus in 1978. The provisional overall balance of payments surplus was OR 112.4 million, compared with a deficit of OR 33.5 million in 1978.

Last year's GDP was expected to rise further because new oil fields started production, raising output recently to a 360,000 b/d peak. The additional output from these fields mainly in the south and southwest, offset a slight reduction in production in the first three quarters of the year from older fields. This brought the yearly average daily production to 300,000 barrels, slightly higher than the average for 1979. It is expected that this increase in oil production which comes at a time of high oil prices, will be maintained over the second plan period.

CSO: 4820

JOINT FLP-PFLO STATEMENT PRAISES ANTI-IMPERIALIST STRUGGLES

Aden SAWT AL-THAWRAH in Arabic 17 Dec 80 pp 3, 4

[Joint Statement by the Palestine Liberation Front [FLP] and the Popular Front For the Liberation of Oman [PFLO]]

[Text] During FLP Secretary General Tal'at Ya'qub's visit to the People's Democratic Republic of Yemen [PDRY], he met with members of the Popular Front for the Liberation of Oman's [PFLO] central executive committee. During this meeting, conditions and developments on the Omani and Palestinian scenes in particular, and the imperialist offensive to which the Arab world in general is subjected to, were discussed. The viewpoints of both sides coincided on all the issues which were discussed. The meeting resulted in the signing of a cooperation protocol between the two fronts and the issuance of a political statement as follows.

Because of the importance of the Arab revolutionary forces' unity in confronting the reactionary-Zionist-imperialist offensive represented by the imperialist Camp David agreement and by the hostile military presence of American imperialism and its tools in our Arab world, and in order to embody the struggling bonds between the Palestinian and Omani revolutions to liberate Palestine from settlement-oriented Zionist colonialism and Oman from reactionary rule and American imperialist military bases, a delegation from the FLP, composed of Tal'at Ya'qub, secretary general of the central committee of the FLP, as chairman and Abu al-Jasim, political member responsible for the revolutionary armed forces, and Yasin Ma'tuq, candidate member of the central committee representing the front in the PDRY, as members, met with a delegation from the PFLO, composed of 'Abd-al-'Aziz al-Qadi, chairman of the central executive committee of the PFLO, as chairman, and 'Abd-al-Hafiz Jum'an, PFLO central executive committee member responsible for foreign relations, and "Awad Salim, member of the foreign relations committee, as members.

The discussions dealt with the political developments on the international, Arab, Palestinian and Omani levels, and with bilateral relations between the FLP and the PFLO.

On the International Level

The Palestinian and Omani sides stressed that a characteristic of the modern age is the transition from capitalism to socialism, in the course of which the socialist

camp, headed by the Soviet Union, has represented a basic underpinning of the effort to curb imperialist aggression. Day by day, the socialist camp's omnipotence and might becomes more firmly rooted--the socialist camp to which the initiative in the attack on imperialist and racist positions and local reaction has passed. On the other hand, imperialism's political, economic, social and military crises are becoming increasingly aggravated, forcing the imperialist camp to pursue a policy of international tension, retreat from the policy of international detent, increase its armament budgets, return to the cold war, and step up its vicious military aggression and offensive against the national liberation movements of Asia, Africa and Latin America. Imperialist policy's objective tendency has been to base its authority on the more rightist, radical and aggressive forces. Meanwhile, the influence and strength of the working class parties in the capitalist countries is increasing, and the democratic forces in these countries are becoming more and more agreed that the increase in arms budgets and the placement of American rockets in their countries must be prevented.

The national and nationalist liberation movements of Asia, Africa and Latin America have achieved significant victories in recent years, for the revolutions in Vietnam, Cambodia, Laos, Afghanistan, Ethiopia, Angola, Nicaragua, Zimbabwe and Iran have been victorious. These great victories, which have wiped out important imperialist positions throughout the world, are an incentive and an inspiration for the heroic struggle which the peoples of the three continents are waging, and they bring closer the end of imperialist and colonialist influence in these continents.

On the Arab Level

The Palestinian and Omani sides feel that the imperialist Camp David agreements constitute a most serious danger to the future of the national struggle of the peoples of our Arab nation, since these treacherous agreements have brought the traitorous Egyptian regime into the imperialist-Zionist-reactionary alliance, decreed the elimination of the Palestinian national cause, and denied this people's proven national right to its homeland, Palestine. They have also decreed the elimination of the PLP and the freeing of the Zionist enemy's hand to launch repeated military attacks and aggressions so as to carry out this filthy imperialist mission.

The Camp David agreements to not stop at this danger, but go further--to the liquidation of progressive, national forces throughout the Arab world and the surrounding Asian and African area. Thus we see the viciousness of the American imperialist attack on the PDRY, the progressive regime in Ethiopia, the Iranian Islamic Republic, Syria, Libya, and Algeria.

The escalation of Zionist aggression against Lebanese territory, especially following the Camp David agreements, is aimed at shattering the struggling Lebanese forces, between the Palestinian revolution and the Lebanese national movement, so as to return the Lebanese authorities to the American imperialist sphere of influence.

Similarly, the attacks by the Moslem Brotherhood gangs in Syria are intended to weaken the Syrian regime, in order to remove it from the national steadfastness

front, impose the Camp David agreements' policy on it, and bring it into the camp of this imperialist alliance.

American imperialism is continuing its attacks and plots against the steadfastness front parties, and is moving and amassing the reactionary forces in Saudi Arabia and the so-called Moslem Brotherhood gangs in North Yemen so as to wipe out the democratic forces in the north, and prepare a military aggression against the PDRY in its capacity as a true support for the Arab national liberation movement in its battle against imperialist conspiracies.

The agent Anwar al-Sadat's regime in Egypt is massing its military forces along the borders with Libya, with the intention of wiping out the national regime there. It is coordinating its military aggression with the American rapid deployment forces. The joint maneuvers taking place these days between the Egyptian regime's army and the American forces are merely a serious indication of the potentials for aggression.

The two sides devoted a long time to the on-going Iraqi-Iranian war, and issued a warning about the dangerous results of this war--dangerous not only to the interest of the Iraqi and Iranian peoples, but also to the interests of the people of the entire region. The two sides called for a halt to the fighting between the two warring sides, and for a peaceful solution to the differences between them in such a way as to serve the interests of the Iraqi and Iranian peoples, because the outcome of this war will serve only imperialism, which has tried and is trying to exploit it in order to strengthen their military presence in Saudi Arabia, Oman, Somalia, Kenya, the Indian Ocean, and some of the Gulf states, under deceptive slogans defending the interests of imperialism and reaction.

The reactionary regime in Jordan is playing the most dangerous role. It is conspiring against the Palestinian national cause, is representing American imperialism's desire to create alternatives to the PLO, and is claiming to represent the Palestinian Arab people following American imperialism's inability to unearth any Palestinian front, force or personality which would go along with the autonomy and local administration plots. Therefore, the Jordanian regime's successive attempts to pursue the so-called European initiative, and its attempt to jointly represent, with the PLO, the Palestinian people, and its formation of the so-called Occupied Territory Ministry in the current Jordanian government, all indicates the physical dangers and the reactionary roles which have been assigned to this regime. Thus it is important to reject any Arab summit conference held in the Hashemite Kingdom of Jordan, so as to deprive Jordan of any opportunity to speak abroad for the Arab nations and thereby affect the political successes achieved on this level by the PLO in the past and the present.

On the Palestinian and Omani Levels

The PLP delegation explained the recent political developments and the repeated Zionist attacks on Lebanon, which are preparing the way for an extensive Zionist attack intended to direct an anihilating blow to the PLO and the Lebanese national movement. Here lies the importance of the preparations made by the PLO when it declared a general mobilization of the Arab Palestinian people in Lebanon to defend the revolutionary presence and to protect the Palestinian revolution from

the danger of elimination which is threatening its very being. Here also lies the importance of cohesiveness between the PLO and the Lebanese national movement for this same purpose, in order to maintain Lebanon's Arabism, unity and nationalist, democratic development.

The Zionist attacks on Lebanese territory are accompanied by the intensification of the fascist offensive launched by the Lebanese isolationist front and the forces of Agent Sa'd Haddad in the border strip, all of which coincide with imperialist and Zionist plots aimed at wiping out the Palestinian revolution and the Lebanese national front.

Similarly, the masses of the Arab Palestinian people in the occupied homeland are struggling heroically against Zionist occupation. They are launching a mass uprising in which all Palestinian popular masses having a real interest in the revolution are participating. The Omani delegation expressed its appreciation of the steadfastness of the Palestinian revolution, the Lebanese national movement, and their joint forces in the South, as well as the sacrifices and heroism of the Palestinian masses in the occupied homeland.

In turn, the Omani delegation explained the latest details of the Omani political situation, especially the recent intensification of the American military presence, the transformation of Masirah base into an American nuclear base, the concentration of the imperialist naval military presence in the waters of the Gulf, the Arabian Sea and the Indian Ocean, and the danger that presents to the Omani people and the peoples of the Arab world. It also presented a detailed explanation of the composition of the agent regime in the Sultanate of Oman, the proud national revival led by the PFLO, and the front's current preparations to heighten the patriotic Omani struggle to overthrow the agent Sultan Qabus and establish a national democratic regime in Oman.

The Omani delegation emphasized the need to expose the American conspiracy being implemented in Omani territory, the role of the Arab revolutionary forces, and the importance of revealing the dangers posed by these American military bases.

The two sides agreed on the importance of a program for bilateral relations between the PLP and the PFLO, in such a way as to serve the interests of the fraternal Omani and Palestinian peoples. The two sides declared that they stand alongside the Bahrain people's revolution, and stressed the need to grant these people their natural right to determine their destiny themselves. The two sides also declared their support for the national and democratic forces in the Gulf and stressed the need to release the political detainees in Bahrain. The Palestinian and Omani sides emphasized the importance of supporting and backing the Egyptian national movement represented domestically by the National Unity Grouping Party and abroad by the Egyptian national front. The two sides declared their solidarity with the national democratic front in the Yemen Arab Republic, and vehemently supported Yemani unity on democratic, popular bases. The two sides saluted the heroic struggles of the Palestinian masses in the occupied homeland in their glorious popular uprising against Zionist occupation, the autonomy plot, and the Zionist policy of creating settlements. They also saluted the Omani people's struggles to overthrow the agent sultan and evict imperialist bases from Arab Omani soil.

Long live the revolutions of the fraternal Palestinian and Omani peoples!

[illegible] for the Liberation of Palestine, Popular Front for the Liberation of Oman, 6 November 1980

BRIEFS

AFGHAN REBEL SUPPORT--At-Ta'if, 28 Jan (SPA)--Sultan Qabus Ibn Sa'id of Oman has affirmed his country's absolute support for the Afghan strugglers in their fight against Soviet occupation. The sultan was speaking during his meeting with leaders of Afghan Mujahidin, who are attending the third Islamic summit conference as observers. The sultan affirmed his support and aid for them and their struggle. The sultan's meeting with the Mujahidin leaders took place earlier today. [Text] [LD281400 Riyadh SPA in Arabic 1222 GMT 28 Jan 81]

CHINA-OMAN TRADE AGREEMENT--China has signed a working framework for a trade agreement with the Sultanate of Oman that strengthens the commercial exchange between the two countries and provides for the setting up of Chinese town planning projects to get underway in the Gulf states in the future. Mr Muhammad al-Zubayr, the Omani commerce minister, who signed the agreement along with Li Qiang, the Chinese minister of foreign trade, said that the Chinese contractors have an agreement to participate in construction projects in Oman and to bring in Chinese Laborers, if necessary. The minister said that China currently exports consumer goods, carpets, fabrics and light industrial products to Oman. while Oman exports nothing to China at present. The minister added: the matter of oil, which equals 90 percent of Oman's exports elsewhere, was not mentioned in the talks. [Text] [Kuwait AL-QABAS in Arabic 16 Oct 80 p 17] 9614

CSO: 4802

MUSLIM BROTHERHOOD LEADERS INTERVIEWED

DW2313S5 Bonn DIE WELT in German 23 Dec 80 p 5

[Interview with Muslim Brotherhood leaders Sa'id Hawi and 'Ali Sadr al-Din Bayluni by Claus Bienfait; date and place of interview not given]

[Text] For the purpose of discussing their revolutionary plans for Syria, the leaders of the Muslim Brotherhood met at a secret place abroad. Two of them granted an interview to DIE WELT in which they, for the first time, divulged information about persons, strategies and objectives of the underground campaign. Lawyer ('Ali Sadr al-Din Bayluni) is acting as the deputy chairman of the organization. Writer (Sa'id Hawi) is its chief ideologist. Both have spent many years in jail.

WELT: What do you think about the present situation in your home country?

[illegible]: It is unbearable--the godless Al-Asad regime no longer accepts any human rights. Abductions and arrests without court trials are quite common practice. Our brothers are tortured in the prisons, their wives and daughters raped. Mere membership in our organization is subject to capital punishment.

WELT: What do you think is wrong about Syria's domestic and foreign policies?

[illegible]: On principle we refuse to accept that the representatives of a minority, namely the Shi'ite sect of the Alawites, oppress the majority of the people. All key positions in the government, the administration and the army are occupied by intimate friends of Al-Asad; there is no such thing as equal rights for us Sunnies.

[illegible]: The Ba'th Party has surrendered our country to the Soviet Union. The Syrian people, however, want to determine their own destiny. We neither want to be a satellite state like Cuba nor to experience an occupation like Afghanistan.

WELT: How did it happen that the controversy between the government and the opposition escalated to the point of fighting?

[illegible]: We had hoped that we could bring change about with peaceful means, but the basis for a peaceful solution was destroyed by a ban on parties and

the alignment of the trade unions. When our people subsequently were directly attacked we defended ourselves. At first it was defense. Only when it dawned on us that our disconcerted enemies only intensified their cruelties against innocent people did we develop a general guerrilla strategy.

WELT: What does that mean?

(Bayluni): It has become a very simple equation in practice. An assault will be the answer to every mass punishment, to every massacre and every act of holding the tribe responsible for an individual's act. But we clearly liquidate only such men who are directly responsible for crimes.

WELT: How many Mujahiddin fight against the regime?

(Bayluni): It is a five-digit figure. It seems more important to me, however, that the people consider them the saviors and that the people are prepared to make great sacrifices for them. The revolutionary spirit can be found in all classes.

WELT: Who supports you with money, who supplies you with arms?

(Hawi): The money comes from donations from Muslim brothers all over the world, and some governments have also come to realize that Al-Asad has become an acute danger to the Arab cause. It is not difficult to buy arms.

WELT: Are you prepared to take over?

(Hawi): Yes, we are. We have merged with other opposition forces to form the Islamic Front. We have had contacts with foreign countries for quite some time. In a few days the draft of a constitution will be published.

WELT: What does it contain?

(Hawi): It contains the principles of an Islamic republic based on many elements of a parliamentary democracy. We want to have a separation between the legislative and the executive. We want to have religious freedom and press freedom as well as independent justice. The freedom of speech and of assembly will be guaranteed by a multi-party system. The protection of minorities will be written into the law. The people will elect a parliament as the supreme sovereign; neither a man of the clergy nor a politician will stand above it. As prescribed by the Koran, private property will be the basis of the economy. The country will be neutral and actively cooperate with the nonaligned movement.

WELT: Every revolution needs its symbolic figure. When will you announce the identity of your leader?

(Bayluni): Now. The chairman of the Syrian Moslem brothers is named 'Adnan Sa'd al-Din. Whether he will become our revolution leader, and whether he should live abroad in the transition period will be decided soon by the leadership council.

CSO: 4403

ADNOC FIVE-YEAR DEVELOPMENT PLANS

Paris AN-NAHAR ARAB REPORT & MEMO in English 19 Jan 81 p 9

[Text]

The Abu Dhabi National Oil Company is planning to spend Dirhams 38 billion ($10.2 billion) over the next five years to expand its operations, ADNOC's Director General Dr Mahmoud Hamra Kruha announced last week. As a preliminary move, Dr Kruha said, ADNOC's capital is to be increased from Dirhams 200 million ($64 million) to Dirhams 7.5 billion ($2.027 billion), with the additional funds being derived entirely from profits in recent years. These profits during the seven-year period from 1972 to 1979 amounted to Dirhams 16 billion ($4.3 billion) and ADNOC's assets were valued at Dirhams 35 billion ($9.4 billion) at the end of 1979, Dr Kruha said. He added that the proposal to increase ADNOC capital by almost forty times had been approved at a meeting of Abu Dhabi's Executive Council earlier in the week.

Dr Kruha said the 1981-86 development plans would include expanding both exploration activities and production of oil and gas; the productivity of existing fields would also be enhanced by the use of sophisticated technology, he said.

According to Dr Kruha, a significant feature of ADNOC's plans is to expand oil refining over the next few years. The refining capacity of the Umm al-Nar refinery located 20 kilometres north of Abu Dhabi is to be raised from 15,000 b/d to 75,000 b/d in 1983 and

there are also plans to more than double the capacity of the refinery at present under construction at Ruwais, 150 kilometres west of the capital of the Emirate. The Ruwais refinery will have a throughput of 120,000 b/d when it goes on stream in the middle of 1981 and this will be increased to 300,000 b/d by 1984, Dr Kruha declared.

The Ruwais refinery would enable ADNOC to provide the new Emirates General Petroleum Corporation with refined products for distribution in six northern Emirates. Abu Dhabi has its own distribution organisation. Expanding the Umm al-Nar refinery, he noted, would be followed by an enlargement of the refinery's supporting units such as power stations and storage facilites.

According to Dr Kruha, ADNOC is at present reviewing feasibility studies for petrochemical projects which could include production of aromatics, lubricants, asphalt and other products. ADNOC also intended to expand its tanker fleet to enable it to ship more of its output to world markets in the company's own vessels. ADNOC plans to buy eight tankers in the near future to add to the fleet of three vessels it owns already (see following article); the company leased six tankers to ship its crude oil in 1979 and eight tankers were leased in 1980.

Dr Kruha said development of Abu Dhabi's gas resources would require large investments. Demand for gas was increasing in the UAE and large quantities would be required for power stations, water desalination, aluminium smelters, cement factories and petrochemical plants in the UAE. ADNOC had undertaken an overall survey of the UAE's gas requirements, Dr Kruha said, and is at present developing the Tamama G gas field in the Haql al-Bab region. Current plans are for production of 600 million cubic feet of gas per day from the Tamama G field by 1983. Other gas fields developed in the past would also help boost production. The most important of these is the Tamama F field, which has an output of 250 million cubic feet per day which is used mainly to generate electricity in Abu Dhabi.

ADNOC also intends to develop associated gas production from onshore fields, Dr Kruha said. This gas would help meet industrial requirements and a network of pipelines and storage tanks is expected to be completed by 1982. Another gas pipeline network from the onshore fields to ADNOC's gas liquefaction plant at Ruwais is close to completion and the company is considering building another pipeline from the onshore fields to the fertiliser plant which is also being built at Ruwais, Dr Kruha stated. There are plans to expand the fertiliser complex to increase its production by adding units to produce ammonia, he added. The fertiliser plant is scheduled to begin production in mid-1983.

CSO: 4820

BEDOUIN SOCIAL CONDITIONS DESCRIBED

Abu Dhabi AL-ITTIHAD in Arabic 14 Nov 80 p 3

[Article by Yasri Sa'd: "Bedouin Still Dream of Public Housing"]

[Text] The bedouin of al-Sirah village in Umm al-Qaywayn, are very modest in their demands, despite being deprived of public housing, paved roads, health clinics, and most of the services that many of the villages, close to the country's cities, enjoy. All they want is wooden crates to shelter and protect them from the harsh cold, which has begun to creep up on them with the coming of winter. They have been dreaming for 3 years about public housing being built in their village. The dreams were almost realized, when the government began to select the site upon which the houses would be built. However, years have passed, and nothing has been done!

The bedouin of al-Sirah are beset with problems. Their village is only 22 kms from the city of Umm al-Qaywayn, where water, electricity, health services and public housing are available, while they are deprived of all these services. They have a choice. Either they can go to the city to live amidst its services and enjoy everything that urban dwellers enjoy, or they can remain in their small village, under those deprivations, and wait patiently for their problems to be solved. Because of their ties to their land, and because they probably own livestock, they have preferred to remain outside the city.

Al-Sirah is not more than 22 kms from Umm al-Qaywayn. The road there is tedious and difficult. Cars cannot enter the village because of sand dunes, which cover the road and conceal the village and those who live on its land. Al-Sirah's houses are a scattered group of humble shacks, built of date palm leaves. The bedouin there are like all bedouin in the Emirates, noble-minded, content with their life, wanting nothing more than public housing to protect them from winter winds which sweep away their tents and shacks, as well as wanting some of the customary services which many of the country's villages enjoy.

Sa'id Ibn 'Ali, 65 years old and with grief in his eyes, talked about some of his people's problems. "The problem of having no public housing in our village is not an easy one, because our area is peculiar, especially because of the harsh cold and severe winds in the winter. For scores of years, we have had the habit of stretching out on the ground under these roofs made of date palm leaves. They are all

right in the summer, when we are spared from needing a fire. But this region is very cold in winter and is exposed to violent winds, which uproot everything in their path, including these houses. Then we are forced to pitch tents and anchor them with stones and pegs, whenever the winds sweep them away."

The Dream Became a Mirage

Sa'id Ibn 'Ali went on to say: "Three years ago, the authorities promised us to build 20 houses for the bedouin of the area. Since that time, we have been waiting, especially after the piece of land was selected and leveled, and the roads leading to it laid out. Despite that, we are still hoping that we will feel the warmth inside those houses. We only pray that these houses be built in the vicinity of the area in which we live, if there is a hope of building them. We have been bound to this area for a long time." Sa'id Ibn 'Ali enumerated the village people's problems, and said: "Water is the artery of life, but we receive it by means of tankers. This does not happen uniformly; they come one day and are delayed another. We cannot do without it, because of the large quantity we use, whether for ourselves or for the livestock we graze. If this is not a hard thing in winter, it is very difficult in summer, since the amount of water consumed in summer is twice what we need in winter. Also, water that remains in the cistern is subject to pollution, because many stray animals come around it. One cannot prevent them, because they run loose. The land compounds the problem of obtaining water. It is covered with sand dunes, and people here do not own vehicles. It is unreasonable for old people like us to carry water containers on their shoulders from the cistern to the place where they live. Therefore, everyone makes use of a donkey, which helps a great deal in solving the water problem for families, by distributing water to every house at a fixed time everyday."

Muzah Sayf entered into the conversation. She is a unique example of a bedouin woman who does all the work. She cares for her home and tends her sheep, since she lives alone without a husband or children. Muzah is very concerned about her sheep, since they are all she has in life. They also give her a good income, sufficient to meet her needs. Muzah said: "We are requesting public housing be built, but if its construction is a problem, we would be content with wooden crates to protect us from the winter's cold and the heat of the summer sun. We are used to this life. We can be patient about the lack of services, but what we ask for is the simplest kinds of services, without which a citizen cannot live."

Secondary Roads, a Vital Necessity

Sultan Ibn Mubarek reiterated the demands of the people of al-Sirah and implored the authorities to speed-up construction of public housing, and to build some secondary roads to link the village with Umm al-Qaywayn. This would enable them to get out to the main roads, by which they could go to the other towns and villages of the Emirates, in order to visit the doctor of al-Wahdah or to visit the hospital, since there is no medical clinic in al-Sirah.

Without a School or Electricity

Jum'ah Matar Za'l brought up the matter of electricity, which has not yet reached them. They do not have a glimmer of hope that it will be connected, whereas

electricity has come to most areas of Umm al-Qaywayn. He said: "We live by the light of the lighthouse. We praise God that the children of this area, under legal age, can attend school, but what a situation. My daughter is seven and has entered al-Hamariyah school in the first, elementary grade. She has to stay with her grandfather, so that she can be near the school, and so that we can spare her the dangers of the road. Also because there is no electricity in al-Sirah, the child must stay there so that she can study her lessons. She is only with us on Friday each week."

Muhammad Ibn 'Ubayd al-Fadi said that the government spares no effort to make the good life available to the citizens. "However, the most important service we lack in this area is a clinic to care for the people. The closest hospital to us is the Umm al-Qaywayn hospital, 22 kms from here. That is a great hardship for us. When someone has an accident, for example, or suddenly becomes ill, he must travel a total of 44 kms to seek help. This is very difficult, since there is no reliable means of transportation to get us to the hospital. If it is available, it is very expensive, since the driver asks for an exorbitant fee, especially if the illness occurs late at night. All we can do is comply with the demand. Certainly, a clinic near this area would lessen the suffering of al-Sirah's people."

Hire Car Drivers' Exploitation

Mubarek Sultan Khamis said that there is no public housing and, consequently, "electricity coming here would be instrumental in exposing the many problems from which we suffer. We endure hardships to obtain our daily food supplies of meat, fish, green vegetables and other kinds of groceries. This is because of the distance to the markets in which those commodities are sold. We get our needs from the markets of Umm al-Qaywayn and Sharjah. They are 22 to 55 kms from here. This is not a short distance, which makes it necessary to have transportation available to take us to these places. Here lies the difficulty of the situation. Most people here do not own cars. There is nothing else but hire cars, and they are very expensive. Transportation to these places costs up to 50 dirhams. The people of this area are forced to get their food every day, since the fierce heat rots all food whenever it is left over to the next day. Food is cooked day by day. Therefore, we are forced to go to these markets daily. This burdens us with expenses over and above the increasing prices of commodities in the markets. Every day there are continual increases, despite the fact our incomes are fixed. Is it reasonable to have to spend our income or salary on transportation? Thus, we are forced to rely on dates, flour, and bread for our food. As for fish, meat and green vegetables, we only buy what we can use on the same day, and then only occasionally. If the public housing were here, and consequently, the electricity, it would be possible to have refrigerators to keep our food from decaying. It would be possible then to get our food weekly or monthly, and we could save a lot of the expenses from which we now suffer."

7005
CSO: 4602

BRIEFS

FRENCH TANKERS ORDERED--The Abu Dhabi National Tankers Company is due to sign a contract for three 27,500-tonne tankers to be built at a French shipyard, according to a report from Paris last week. The report said the tankers would cost about FF 170 million (about $38 million) each and would enable the Chantiers de l'Atlantique of Saint-Nazaire to work at full capacity until the end of 1982. [Text] [Paris AN-NAHAR ARAB REPORT & MEMO in English 19 Jan 81 p 9]

POWER PLANT PROJECTS--Abu Dhabi is to call for tenders shortly for a new large-scale electricity generating and water desalination plant in the Al-Tawila region along the highway between Abu Dhabi City and Dubai, the Abu Dhabi Executive Council announced last week. The announcement did not specify the size of the projected plant, but it was clear that a very large installation is envisaged. Abu Dhabi's Crown Prince Sheikh Khalifa bin Zayed, who chaired the Executive Council meeting, said the Emirate wanted to see the first stage of the plant completed before 1985 and added that Abu Dhabi's Public Works Department had been given orders to start work immediately on building a road to the planned site of the plant as well as on-site roads. In addition to the Al-Tawila plant, the Executive Council also approved a project to extend immediately the existing power plant at Umm al-Nar by adding two steam generating units, each with a capacity of 160 Megawatts. The Executive Council acted last week after hearing a detailed report on the requirements of the Emirate for water and electricity from now until the year 2000 by Sheikh Surour bin Mohammed, the Chamberlain of the UAE's Presidential Court and Chairman of the Abu Dhabi Water and Electricity Department. [Text] [Paris AN-NAHAR ARAB REPORT & MEMO in English 19 Jan 81 p 14]

JAPANESE AGREEMENT--An agreement was signed today between the Abu Dhabi National Oil Company [ADNOC] and the Japanese (VEDCO) Company in which the Japanese company will grant a $400-million loan to finance ADNOC's share in the development of the (Balma) Fath and (Al-Qanul) oilfields. The loan will be repaid over a 5-year period beginning 31 December 1984. [GF311414 Abu Dhabi Domestic Service in Arabic 0930 GMT 31 Jan 81 GF]

CREDIT LINES ESTABLISHED--Following the recent release of large consignments of suspected spurious goods which had been seized by port authorities in Dubai, millions of dirhams worth of new letters of credit are to be opened in Dubai banks by their consignees this week. According to Seif Ahmed al Ghurair, President of the Dubai Chambre of Commerce and Industry, these letters of credit had been withdrawn from Dubai banks and opened through banks outside the emirate after the goods were impounded. But the Dubai Chambre of Commerce and Industry intervened on behalf of traders, leading to the government decision to release the goods. The Chambre argued that given the present international manufacturing situation, it is almost impossible for an importer in Dubai to determine the origin of an item. Ghurair told the GULF NEWS that the decision to confiscate the goods carrying suspicious trademarks would have been justified had been implemented throughout the UAE not in Dubai alone. Thus letters of credit drawn on Dubai banks were hastily withdrawn and reopened through banks elsewhere in the Emirates. The imports were unloaded at other ports. Ghurair added that he believed the decision on whether a trademark is genuine lies solely with the courts and that the demand and supply system which governs local trading allows all kinds of goods to compete freely and satisfy the various needs of all sections of society. Meanwhile the Dubai Chambre of Commerce and Industry has been flooded with cables of thanks and praise from its 7,000 members for its efforts to get the impounded goods released. [Text] [Beirut THE ARAB WORLD WEEKLY in English 17 Jan 81 p 13]

AGRICULTURAL PLANS WITH UNFAO--The Ministry of Agriculture and Fisheries in Dubai is preparing a new agricultural plan in cooperation with the UN Food and Agricultural Organisation (FAO) within the framework of the state's (the UAE's) five year development plan. The plan was disclosed by the Undersecretary in the Ministry Hamad Abdallah Salman who said the plan aimed at boosting agricultural produce within the state policy of diversifying national income and also to raise the standard of living of farmers for curbing their migration to cities. The plan is also aimed at the maximum exploitation of natural resources in the country including sub-terranean water and acquifers, Salman said. He added that the new plan would evaluate projects started last year and decide the country's needs of essential food commodities for allocating priorities in agricultural projects. The Ministry will start supplying farmers agricultural machinery worth Dh 10 million next month, Assistant Undersecretary in the Ministry Hamad Abdalla al Mutawwa said. [Text] [Beirut THE ARAB WORLD WEEKLY in English 17 Jan 81 pp 13-14]

CSO: 4820

INTERNATIONALIZATION OF WESTERN SAHARA CONFLICT SEEN

Paris AL-NAHAR AL 'ARABI WA AL DUWALI in Arabic 3-9 Nov 80 pp 19-20

[Article by Muhammed Munir: "Steps Toward Negotiation...Steps Toward Internationalization"]

[Text] What is the physical makeup of the strife in Western Sahara? More important than the answer is the question itself which has already been submitted for discussion before the African group at the United Nations. But few African countries that advocate the views of Moroccan see that the problem should not be removed from its physical makeup which is the African geographical frame, thus confirming the decision submitted by the African Committee on Arbitration which calls for a ceasefire by the end of this year and for organizing a fair and general poll in the Sahara under the supervision of international forces.

On the other hand, the point of view that supports Algeria and the POLISARIO front and which was represented at the last African summit meeting by 25 countries, see that the international organization must once again study the disputed issue through the Fourth Committee, which is the committee for liquidating colonization knowing well that it has already issued a resolution recognizing the POLISARIO front as the sole and legal representative of the people of the Sahara.

Indeed, Algeria has succeeded in submitting the problem before the Fourth Committee which was convened for the first time and was attended by representatives of 10 Sahara organizations. On the other hand, the government and the political powers of Morocco insist that Morocco is the true representative of the people of Sahara, and, on her part, has issued a proposed resolution which is considered, to a great extent, a fulfillment to the recommendations of the Committee on Arbitration.

On the contrary, these recommendations did not contain any specifications as to the withdrawal of both of Moroccan troops and their logistics as well, and which recommendations did not specify the parties involved in the dispute. The resolution proposed by Morocco calls for taking initiatives towards establishing peace and putting an end to what it refers to as the "occupation of the Western Sahara." It also calls for direct negotiations between Morocco and the POLISARIO aiming at reaching an irrevocable settlement to the problem.

Besides this, the General Secretary of the United Nations has requested that the developments of the situation in the Sahara be watched closely in order that the present resolution be assessed in a proposal to be submitted to the General Assembly in its 33rd session. Observers believe that this time Algeria will seek from the Fourth Committee a resolution favoring her propositions, and this fact reflects Algeria's desire to support the POLISARIO front, if not in military equipment, which mostly come from Libya, but by allowing its territories to be used for launching attacks on Moroccan troops, and subsequently increasing the chances of recognizing the Republic of the Sahara which was proclaimed in Algeria in 1975 and thus became a member of the Organization of African Unity. This could be established in the next summit conference for the organization if Morocco continues in its present stance of refusing the recommendations of the Committee on Arbitration.

One would be fully cognizant of the difficulty of Morocco's position to which Algeria did leave no alternative. For one thing, consulting with the people of the Sahara or the withdrawal of the troops therefrom are points not worth mentioning according to Morocco. On the other hand, the Algerian position at the United Nations confirms that Algeria has gone too far in a situation as important as this one and that there is no considerable margin to fall back from. There is no doubt, however, that the Algerian position at the United Nations has dissipated the hopes of the leaders of Morocco who, since President Al-Beshthali Ben Jadid assumed control of his country, became aware of the president's realistic sense of rule and of his involvement in internal reforms more than he is interested in foreign affairs.

Meetings between Morocco and Algeria?

Lately, a considerable number of odds has been established on whether meetings have already taken place or that they were about to take place between Algerian and Moroccan officials to agree on the text of the compromise settlement for the Sahara dispute. King Hassan II has taken an initiative step toward Algeria following the earthquake that devastated the City of Al-Asnam. He proclaimed an effective cooperation aid with the "brotherly neighboring state," and this is a move he initiated to dampen the relations between the two countries; not to settle the Sahara dispute, which is impossible at the present time. He intended to create a new mood to pave the way to remove the situation out of its deadlock.

Indeed, Morocco sent two teams of doctors and nurses to Algeria along with several tons of medicines transported by "Hercules C-130" belonging to the Moroccan airforce. There has also been considerable media exposure to the event. But Algeria gave no heed, in the way of publicity, to the aid offered by Morocco. Perhaps Algeria did not want to appear in a position as seeking truce with a system it considers as "expansionist and serving the interests of the West."

Observers consider that any change in the Algerian position would only be in its tactics. And perhaps indications of any change would come in the form of putting pressure on the POLISARIO by the Algerian authorities not to attack Morocco's protectorates which are contiguous to Algeria, such as the attack that took place last month on Mahaamid Al-Ghozlan's post, fearful of leading up to an encirclement

operation along Algeria's borders by Moroccan troops, and subsequently, flare-up an armed dispute.

Pressure on the POLISARIO

In this race, some sources do not dismiss that Algeria would, contrary to all pretexts, resort to apply pressure on the POLISARIO to shift the attack bases from the Algerian territories to northern Mauritania. These sources add that Algeria can divert the confrontation field with Morocco if Mauritania can secure an air cover operation to counterattack Moroccan aircraft as they penetrate Mauritania's air space in pursuit of the POLISARIO striking forces. These same sources also indicate that this idea has been proposed to Mauritania's President Waleed Haidala during his last visit to Algeria, who in turn submitted it to members of his military committee on National Redemption. These members have split up between supporters and rejecters of the idea because the security of Mauritania and its political stability would then be at stake.

In the face of these resolutions, the question that persists now is how will Morocco make its move? It is not possible that this war will go on forever, and there is no doubt that the disputed parties will meet, one day, for negotiations. This is what Algeria, the POLISARIO and Morocco are fully aware of. For this reason, each party is mounting pressure on the other party in order to start negotiations, each on the other party's terms. But officials in Morocco differ from the rest by taking a more optimistic attitude. From their own analysis, it is certain now that Algeria wants to liquidate the POLISARIO front and that it is ready to enter into bilateral negotiatons with Morocco. It is now certain that the states which are supportive of Algeria's position and of the POLISARIO at the United Nations are mere toys in Algeria's hands--"when they are not being toyed at the hands of communism" as one put it.

A Move in Two Directions

From this point on, it is probable that the next diplomatic move taken by Morocco will be in two main directions: towards the Soviet Union and France. As for the first, it is expected the Morocco's foreign minister will visit Moscow to conduct talks on the problem of the Soviet arms supplied to the POLISARIO front through Libya. Some of these arms, as Moroccan military observers have commented, have not even been used by the armies of the Warsaw Pact such as "SAM-9" missiles. It is worthwhile noting then that Moroccan military officers have expressed their fears, on several occasions, that the POLISARIO could use well developed Soviet arms such as surface-to-surface missiles. France shares those fears with Moroccan military officers. Thus, observers anticipate that Morocco's foreign minister will try to convince Soviet officials to exert pressure on those countries that provide the POLISARIO with Soviet made arms in order to maintain Soviet-Moroccan relations. And these are relations that had developed during recent years after the phosphate agreement which made Morocco the number one economic partner in Africa.

As for France, informed sources report that, during his last visit to France, Morocco's foreign minister had handed the French President a letter from King

Hassan II about the subject of the monarch's visit to France during the month of November to discuss the recent developments in the Sahara.

These same sources also anticipate that the Moroccan monarch would urge France to mediate, once again, between Algeria and Morocco to settle the Sahara dispute separately, or to coordinate it with other European countries, knowing well that France would rather see that the solution be in a political frame even though it wishes to see Morocco negotiating in a strong military position.

It is worthwhile noting that the political committee of the European parliament has recently ratified, for the first time, a recommendation which considered that the Sahara dispute is really a dispute between Morocco and Algeria, and it has requested permission for the return of the Sahara inhabitants who have been living in refugee camps on Algerian territory adjoining Morocco. The recommendation also called for Morocco not to resort to use its right to penetrate Algerian territory in pursuit of forces and also called for Algeria not to launch any armed attacks on Morocco.

It appears that King Hassan II will introduce the French President to the reality of the military situation in the area and he would probably ask for more French arms to confront the military power of the POLISARIO. And it is certain that the striking continuous battles which have been raging for a long time in southern Morocco, adjoining the Sahara and the Algerian-Moroccan borders, delimiting Ras El-Khansara which is the connecting point between Abatih, Tan-Tan and Telfaya, and which govern the roads leading to north-west of Sahara where El Ayoun, the capital, and the phospate mines are located. It is obvious that the aim of the POLISARIO would be to block the supply lines and attack the logistics of Morocco. At the same time, Moroccan troops would seek to block that route confronting the POLISARIO. Generally, great many surprises may be expected during the next few weeks to come which may clear up the situation. Then, it would be possible to assess who, in fact, is in control. The outcome of the Sahara war would depend on the outcome of these battles. This leads the two parties to wage a psychological war. A war which has its own rules.

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